

What's Wrong?



A PRECIOUS PAIR
GUARD THEM WELL
WITH CARE FROM WEAR

90 per cent. of those continued headaches, eye aches, or itching and burning of the eyelids and other troubles are caused from defects in the eyes. Yet these eyes see well, but it is only by an unconscious strain on the muscles and nerves of the eyes.

A THOROUGH EXAMINATION

Such as we give

FREE OF CHARGE

Will reveal all eye troubles.
Glasses only recommended when found necessary.

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Opticians and Jewelers



Tetley's Choice Teas

ABSOLUTELY
PURE

Acknowledged to be the best value
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Hudson's Bay Co., Distributing Agents.

Saturday's Bargain

Try Homœopathic Cocoa, 3 packages for 25 cents

Dixie H. Ross & Co.,

The Independent Cash Grocers.

...“Melrose” Bath Tub Enamel...

TWO SIZES: 35c. AND .65c.

The Melrose Co., Ltd., 78 Fort Street.

CREAMERY CHOP FEED (FOR COWS)

Specially ground and proportionately mixed so as to give the greater amount of milk

SYLVESTER FEED CO., 87-89 Yates St., Tel. 413.

DECLINES TO SPEAK.

Hon. A. G. Blair Refuses Invitation
From R. L. Richardson to
Address Meeting.

(Special to the Times.)

Ottawa, Oct. 21.—Hon. A. G. Blair has received a second telegram from R. L. Richardson entreating him to go to Brandon to make one speech, but Mr. Blair refused, saying he is out of politics. It is now said that Hon. Mr. Blair will become president of the Lake of

the Woods Milling Company, which has been reorganized with some other milling interests attached. So far he refuses to say anything. He will not likely do anything until his resignation is accepted.

WORLD'S FAIR RATES EXTENDED.

Through the efforts of the GREAT NORTHERN RAILWAY, World's Fair excursion tickets will be sold on October 27th, 28th and 29th, in addition to October 3rd, 4th and 5th. For full information apply to any Great Northern agent.

SORTIES BY THE RUSSIAN TROOPS

INFLECT HEAVY LOSSES ON JAPANESE FORCES

Bombardment of Fortress Was Resumed
on Sunday—No Further Fighting
Around Shikhe.

(Associated Press.)

Fighting has not been resumed in Manchuria, and Gen. Sakharoff reports that the two armies maintain their respective positions. There is desultory artillery firing along the lines and reconnaissances are continuous on both sides, indicating that with rapidly drying roads developments may soon be looked for.

While official figures on the losses are still absent, St. Petersburg believed from information at hand that the total Russian casualties during the battle of Shikhe river will not exceed 20,000. There was heavy mortality in officers on the Russian side, 127 being killed in the fighting of October 12th to 13th, including one major-general and 17 field officers.

FIGHTING CONTINUES AT PORT ARTHUR.

St. Petersburg, Oct. 21.—1.42 p.m.—The two armies face each other across the Shikhe river, but operations are at a standstill.

The war office has no fresh news this morning except a list of the losses of General Ekki's seventy-first division of the fifth Siberian corps and General Morozoff's first division of Lieut.-General Dembow's corps. Each lost half a dozen officers. The official list of officers killed and wounded October 12th and 13th totals 172, including Major-General Rainski, and seventeen field officers killed. The wounded are in the proportion of one to six. The list for the heaviest day's fighting is still unreported, and doubtless will exceed the losses at Liao Yang when 500 officers were killed or wounded. The losses among the men are not prepared, but they are thought to approximate not much over twenty thousand.

News from Port Arthur, brought to Chefoo by a junk which left there October 18th, says a fierce bombardment which began October 16th was still progressing without interruption. Many buildings had been damaged, and ships in the harbor had also been hit by shells. The Japanese main forces are now posted at Ludistung. They have placed guns of large calibre on Lunnda mountain.

The Russians continue making sorties successfully, and inflict heavy losses on the Japanese, whose losses since the commencement of the siege are said to have been 50,000.

RUSSIANS FIRE ON JAPANESE DEFENCES.

Mukden, Oct. 21.—1 a.m.—Towards evening yesterday the fog lifted and the Russian guns at various points opened fire against the Japanese defences, but they did not respond, either from scarcity of munitions or the desire not to reveal the location of their batteries. The weather and the condition of the roads, which are now drying hard, forecasts events in the near future. The war correspondents in the field are kept in the dark, and it is difficult to say when and how this dreadful slaughter will end.

Every man of the two hundred Cosacks, commanded by Capt. Tourgenieff, who on Tuesday night reconnoitred the Japanese left southwestward, and who near Sandou unexpectedly encountered a good sized Japanese force with machine guns, was wounded, and every horse, except Capt. Tourgenieff's, was hit by the bullets from the Japanese machine guns. Tourgenieff, though mortally wounded, carried off one man behind his saddle, while others managed to creep back to camp. But, as already noted, not one man was killed on the field. There is the greatest fear on the part of the Russian wounded of falling into the hands of the Japanese; the Russians being convinced that they torture their prisoners.

MANCHURIA ROADS STILL IMPASSABLE.

Huansian, Manchuria, Oct. 20.—By courier to Mukden, Oct. 21.—Wednesday passed quietly. Along the Russian centre there was some outpost firing, but nothing serious. Last night also was without incident.

This morning the plain was covered with a blanket of fog as thick as the darkest night. In the afternoon the weather cleared.

The chief obstacle to a resumption of the advance continues to be the bad state of the roads.

POSITIONS OF THE ARMIES UNCHANGED.

St. Petersburg, Oct. 21.—General Sakharoff telegraphs that there was no fighting yesterday. The armies maintain their respective positions. There are continual reconnaissances on both sides.

—For Nanaimo—V. & S. R. and steamer Ironclad. A delightful trip among the islands, Mondays and Thursdays.

BODY FOUND.

Believed to Be That of Howard Cameron, Who is Missing.

While hunting this morning near McKay's farm in McHugh's valley, about a mile past Elk Lake, H. A. Myrock suddenly came across the body of a man lying among some wild rose bushes. He at once hastened to town and notified the provincial police. Sgt. Murray went out this afternoon to investigate. It is believed that the body is that of Howard Cameron, who disappeared on August 19th. He was on his way to town from Sidney island, and after landing from his boat started off. He was last seen at Mr. McKay's house, and acted as though demented. A coroner's inquest will be held, Coroner Hart having been notified of the finding of the body.

GAME CASE IN COURT.

Cook on Shearwater Had Charges
Against Him Dismissed This Morning.

In the provincial police court this morning a very interesting case came up under the game laws of the province. Richard Chas. Noakes, cook on H. M. S. Shearwater, was charged under the act with having a hen pheasant in his possession. The case was tried before two justices of the peace, E. Pearson and Thos. Sheatoff.

The evidence of Provincial Officer Campbell was to the effect that he had found the bird in the possession of Cook Noakes on the Shearwater, and had ascertained that it had been brought in by the doctor on the ship.

The defendant was represented by C. J. Prior. In his evidence he stated that he did not know where the bird came from. He found it in his quarters and took charge of it, as was his duty.

Mr. Prior held that this was not a case of possession. Possession in the eyes of the law in such a case would mean that the bird was his to dispose of as he wished. The cook simply held it as a servant would the property of his master.

The court upheld him in this view and dismissed the case.

This decision puts a new phase on the game laws.

THE AMUR'S ARRIVAL.

Reports That Freight En Route to Dawson Will Be Safely Delivered.

At 3 o'clock this morning the steamer Amur came in from Skagway and Wrangell with a good list of passengers and seven carloads of copper ore from White Horse in her hold for treatment in the Ladysmith smelter. The passengers from Wrangell were: W. H. Langley, A. Hanbury, C. P. Reed and wife, Mr. Foster and wife, J. W. Lockhart, A. J. Bailey, P. O. Farrell, M. Hanbury, P. E. Kew, J. Anderson, C. Robt. J. Hopworth, R. Imbort, C. L. Wylie, T. Robertson and F. Ware.

Those from Skagway for Victoria, in addition to which many debarked at the Terminal City en route to Seattle, were: R. B. Anderson, R. Gibbs, E. Roy, Jas. Roy, H. McLean, S. Selman, R. H. Finlayson, A. Lapazita, H. Walette and R. Profit.

Messrs. Hanbury, who boarded the Amur at Wrangell, have been through to the Cassiar country on a hunting expedition, and have been fairly successful.

Information comes from the north, through the arrival of the Amur, to the effect that all the freight in transit down the river will be safely delivered at Dawson before ice again runs, if the present weather continues.

The White Pass route has advanced rates both on freight and passengers with the close of the season of navigation. The advance on freight took place September 15th, and amounted to ten per cent. all along the line; that on passengers went into effect October 9th, and amounts to fifty per cent. All summer the first class tickets to White Horse have been \$50, but from now until the close of navigation they will be \$75; second class \$35; between local points 15 cents a mile.

The Amur had a very rough trip.

THE JUNIOR SCHEDULE.

Series of Association Football Matches Arranged by the Executive.

At a recent meeting of the executive of the District Association Football League the drafting of a schedule of games was dealt with. The following series was approved:

Oct. 29th—North Ward vs. St. Louis College; High School vs. Capitals.
Nov. 5th—St. Louis College vs. Victoria West; North Ward vs. High School.
Nov. 12th—Capitals vs. St. Louis College; Victoria West vs. North Ward.
Nov. 19th—High school vs. St. Louis College; Capitals vs. Victoria West.
Nov. 26th—Victoria West vs. High School; Capitals vs. North Ward.

It is the intention to play off the first of this series for a second round. A motion making it compulsory for all players to be registered and certificated of age and birthday deposited with the secretary of the league, Thos. Wilson, Esq., before playing, was carried. The entrance fee of \$3.50 must also be paid to the secretary before the playing of the first match, by each club.

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—Far West Lodge, No. 1. K. of P., will confer the rank of Knight on several candidates in the amplified form at this evening's convention.

SEEK OPPONENT TO THE PREMIER

DR. FISET ASKED TO RUN IN QUEBEC EAST

Rumors Regarding Changes in the Ontario Cabinet—Retired Farmer Killed on Railway.

(Associated Press.)

Toronto, Oct. 21.—The Globe this morning publishes a rumor that Hon. F. J. Davis, J. Stratton and F. J. Latchford are to retire from the Ontario government.

Offered Nomination.

Montreal, Oct. 21.—Michael Fiset, M. D., has been offered the Conservative nomination for Quebec East in opposition to Sir Wilfrid Laurier. He will likely accept. Bagot Conservatives have nominated J. X. Lajoie as their candidate.

Fire Insurance.

Toronto, Oct. 21.—Vancouver is to have one representative on the board of management of the new fire insurance department of the Canadian Manufacturers' Association.

Killed on Track.

Alvinston, Oct. 21.—James Cook, a retired farmer, about 65 years of age, was instantly killed yesterday by a freight train while walking on the track.

Bought Property.

Winnipeg, Oct. 21.—Harold S. Harnsworth, one of the owners of the London Mail and Harnsworth and other magazines, before leaving for New York yesterday, purchased the Nanton block, Main street, with a frontage of fifty feet, for \$110,000. He has other large realty investments here.

Veterans Dined.

Winnipeg, Oct. 21.—Twenty-two members of Wolsey's Red river expedition dined last evening, all that could be gathered out of 1,500 who marched to Lower Fort Garry in 1871. A letter was read from Loc. Wolsey.

Murder Trial at End.

Woodstock, N.B., Oct. 21.—The trial of Thomas Cammack and his son charged with the murder of William Doherty early in the summer, who has been sentenced to be hanged on January 13th. The jury disagreed as to young Cammack.

Rich Strike.

Quebec, Oct. 21.—A rich strike of asbestos, as well as copper, gold and magnetic iron, has been struck at the headwaters of Nottaway river, about 199 miles from Roberval.

PERSONAL.

Capt. John Green, late manager of the Newfoundland Steam Screw Tug Co., St. John's, N. E., accompanied by his niece and granddaughter, arrived on Sunday night and are guests of Capt. Harry Parsons, 100 Pembroke street. They will probably remain in Victoria during the winter.

B. J. Cole, of Calgary; F. Ward and S. F. Queanin, of Vancouver; Mrs. J. Highland, of Cassiar, B. C.; and J. L. Swanson, of New Westminster, are in the city. They are among the guests at the Victoria hotel.

M. W. Meserve, who is connected with the Y. M. C. A. at Redlands, Cal., arrived from the south yesterday. He is on his way to Chicago, where he intends entering on a two years' training course.

M. G. and Miss Bellinger, of Montreal, who are spending a few days' vacation on the Coast, returned yesterday from a pleasure trip to Seattle. They are staying at the Dominion hotel.

Messrs. Hopworth, MacLennan and Imbert returned on the Amur this morning from Cassiar. They report mining as closed down for the season. When they left it was freezing.

H. B. Hickey and family, of San Francisco, R. H. Bryce, of Winnipeg; B. W. Greer, of Vancouver; and A. McCarthy and M. Black, of San Francisco, are registered at the Deland hotel.

Geo. R. Kiddle, of Ladysmith; John Wallace and Mrs. Alex. Gilchrist, of Vancouver; F. B. Dyne and H. E. Payne, of Saturna, are among those staying at the Vernon hotel.

Captain and Mrs. McGee Armstrong, of Scotland, are in the city. They arrived from Vancouver yesterday and are guests at the Dominion hotel.

H. S. Emery, of San Diego, Cal.; Wm. Foster and J. W. Lockhart, of Telegraph Creek; and M. Foley, of Atlin, are at the Dominion hotel.

Mrs. J. H. Turner, wife of the agent-general, is seriously ill in London, having undergone a very critical operation.

Jas. Murray returned yesterday afternoon from a prolonged visit to his old home in Ontario. He was away eleven months.

Captain and Mrs. Troup have returned from the World's Fair and other points of interest in the East.

—Steamer R. P. Rither has been laid off the Fraser river run for the winter season, and has been replaced by the Otter.

AT ADVANCED AGE.

Death of Mrs. Eva Barnum Last Evening—Thos. Penny Dead.

Last evening Mrs. Eva Dean Barnum passed away at the residence of her daughter, No. 10 Carr street, James Bay. She was 100 years and 10 months of age and a native of Chard, England. Since her residence here Mrs. Barnum has won the esteem of a wide circle of acquaintances. She arrived in Toronto in 1890 and, after living there for some years, moved to British Columbia. Several children and grandchildren reside at Dunsmuir, Wash. She remains well at present for her interment by W. J. Hanna to-morrow.

The death occurred last evening of Thos. J. Penny at the family residence, 217 Government street. Deceased was 57 years of age and a native of the County of Cork, Ireland. He was a steamboat engineer and had resided in British Columbia for the past thirty years. He leaves a widow to mourn his loss. The funeral arrangements have not yet been made.

TUG LORNE SOLD.

Vessel Passes Into Hands of Puget Sound Tugboat Company of Port Townsend.

The British tug Lorne, belonging to R. Dunsmuir & Sons of this city, which has been operated out of this port for many years, has been sold to the Puget Sound Tugboat Company. The tug has been under the management of the tugboat company for several years, and it is understood will be continued in the same service.

In the last five or six years there have been frequent rumors of the Lorne's sale, and it is well known that the company has long been negotiating for her. The amount involved in the transaction is not stated.

The Lorne was built in this city in 1880. She made her trial trip in charge of Capt. Christensen and Engineers Fowler and Hickey. She is 125 feet long, 25 feet beam and 14 feet depth of hold, and is equipped with triple compound engines. She is the largest tug north of San Francisco, and when built was by long odds the finest craft of her kind on the coast.

DISSOLVE PARTNERSHIP.

Changes in the Legal Firm of McPhillips, Wootton & Barnard.

On the first of next month a number of changes in the well-known legal firm of McPhillips, Wootton & Barnard will go into effect. The partnership which has existed between these three gentlemen for twelve years and a half will be dissolved. Out of this dissolution there will arise three distinct legal firms. Mr. McPhillips, the senior member, will associate himself with Henry Heisterman, formerly of this city, who is now practicing in Vancouver; G. H. Barnard will enter into partnership with D. M. Rogers, while E. E. Wootton will take into himself a legal mate in B. G. Goward.

Messrs. McPhillips & Heisterman and Wootton & Goward will occupy separate suites in the Bank of Montreal building. Messrs. Barnard & Rogers will have offices in the Law Chambers.

As stated the firm of McPhillips, Wootton & Barnard is more than twelve years old. It was formerly Wilson, Wootton & Barnard, Chas. Wilson being the senior partner. Upon Mr. Wilson's withdrawal Mr. McPhillips entered the firm shortly after his arrival in the city. The offices were first situated on Broughton street, then in the Board of Trade building, and then in the Bank of Montreal building, the present quarters.

Messrs. Rogers, Heisterman and Goward all received their legal training in the same firm, which enjoys the rather unique distinction of producing three establishments out of one.

—The construction of the new C. P. R. wharf shed has commenced.

—Have you seen our "new art" electric fixtures? We will be pleased to show you them. Hinton Electric Co., Ltd.

—When the Chinese conspiracy case was called this morning a very formidable task was started. It was nothing less than the reading of the evidence taken in the murder trial of Wong Goo and Wong On before Mr. Justice Irving. Just how long this will take it is impossible to say. It is first read in English and then interpreted to the accused in Chinese. As the evidence makes a very substantial volume the court will have a very pleasant time for several days. It is hardly likely that this case will be finished before the Assize court resumes on Monday.

—John C. Fisher and Thos. W. Ryley's offering of "Glittering Gloria" comes to the Victoria theatre on Monday next with the approval of the audiences that have witnessed the production elsewhere, and the promise that is made that the new importation is all that is claimed for it. The play is spoken of as being funny and snappy and composed of a consistent plot that is reasonable and of consequence. Messrs. Fisher & Ryley in the past produced such successes as "Roxburgh," "The Silver Slipper" and "San Toy," and it is reasonable to suppose they will follow in the line of the above successes. Miss Isadore Rush heads the list of artists, and it is said that in the role of "Gloria" she has a part that gives her ample opportunity to display her great ability. Miss Rush is now in her fifth year as a star.

—The extravaganza "The Wizard of Oz" was presented to a well filled house at the Victoria theatre last night. As a spectacular production it certainly was excellent, many new and novel features being introduced, which received well merited applause. The company included several capable artists, whose contributions towards the evening's enjoyment were greatly appreciated. A number of the choruses, rendered in capital style, also came in for a share of the applause. Throughout the stage effects were skillfully managed.

RALPH SMITH HAS BRIGHT PROSPECT

LIBERAL RALLY AT ESQUIMALT TO-NIGHT

Alliance Evident Between Conservatives and Socialists—Wm. Sloan's Success in Comox-Atlin.

Ralph Smith, Liberal candidate for Nanaimo district, accompanied by C. H. Lugin, held a meeting at Mount Sicker on Tuesday evening. The audience consisted of about eighty men, that is, practically every man in the town, except the night shift then working in the Tye mine. The speakers occupied an hour each and were splendidly received. During Mr. Lugin's remarks he was asked a few questions by a Conservative present, but with this exception and some criticism of Mr. Smith indulged in after the meeting by a Socialist, the audience appeared to be all favorable to the Liberal candidate.

On Wednesday afternoon Messrs. Smith and Lugin drove down to Cobble Hill, where Mr. Wolley, the Conservative candidate, had called a meeting. Mr. Wolley was on hand with two friends from Duncan, and after waiting half an hour five people drove up. As there was no prospect of any more arriving, Messrs. Smith and Lugin left for Cowichan, but during the course of the next half hour three more people, who were driving by stopped, and Mr. Wolley addressed them. As Cobble Hill has the reputation of being a Conservative stronghold, this looks as if little interest was taken in Mr. Wolley's candidature.

In the evening a joint meeting was held at Cowichan. The meeting was called by Mr. Smith, and was to have been addressed by him and Mr. Lugin, but when Mr. Wolley asked that it might be a joint meeting Mr. Smith consented. When it came to arranging the order of speaking, Mr. Wolley insisted that Mr. Smith should speak first, and after that gentleman had finished, Mr. Wolley protested against Mr. Lugin's being allowed to speak at all, and even refused to permit Mr. Smith to reply to him. Mr. Smith good naturedly agreed to this arrangement, although he said it was grossly unfair. A few questions were put to the speakers before the meeting closed, and in answering one of them Mr. Wolley made a reference to Mr. Lugin, which brought him to his feet for a few minutes. The audience were disposed to hear him at length, but he did not avail himself of the opportunity, preferring to stand by the promise extracted from Mr. Smith by Mr. Wolley's almost abject pleading. Judging from the applause, the meeting was largely in Mr. Smith's favor.

There is undoubtedly an alliance, more or less definitely arranged, between the Conservative managers and the Socialists. The latter know that they cannot elect their candidate, Mr. Fenton, and their only object is to elect people from the Socialists. In Nanaimo they were represented at the meeting addressed by Mr. Smith, but not at Ladysmith or at any of the others held by that gentleman. They follow Mr. Smith from place to place, holding meetings the day after he does, and assailing him in every possible way. They do not think of attacking Mr. Wolley or the Conservatives, and Mr. Wolley as a rule lets them severely alone. Everywhere through the upper part of the constituency, the Socialist-Conservative alliance is talked about, and it will have the effect of keeping many Conservatives from supporting their party candidate, even if it does not cause them to come out actively for Mr. Smith. The present prospect is that Mr. Smith will have a majority in Nanaimo, and will lead Mr. Wolley in Ladysmith. At Chemainus and Mount Sicker, he will have very large majorities over both his rivals. At Duncan, always until the last local election a great Conservative centre, he will have a large majority. At Cowichan he will have a majority, and will probably poll more votes at Cobble Hill than any Liberal ever has done. In brief, Mr. Smith will come down to the Esquimalt district with a very handsome lead over his opponents, and his friends would not be surprised if he has more than both of them combined. It is a little soon to attempt a canvass of the vote in the Islands, Saanich and Esquimalt, but from what is known, it may be safely said that Mr. Smith's return is assured beyond all reasonable doubt.

This evening Mr. Smith holds meetings at Boleskin and at Lampton street school house, Esquimalt. He will be assisted by other speakers, and a rousing rally is expected.

—It is not unlikely that the case of obtaining money under false pretences in which J. T. Croot is the complainant, will be settled out of court. The defendant appeared before the magistrate this morning, but was remanded until to-morrow.

—The extravaganza "The Wizard of Oz" was presented to a well filled house at the Victoria theatre last night. As a spectacular production it certainly was excellent, many new and novel features being introduced, which received well merited applause. The company included several capable artists, whose contributions towards the evening's enjoyment were greatly appreciated. A number of the choruses, rendered in capital style, also came in for a share of the applause. Throughout the stage effects were skillfully managed.



Coughs and Colds

Should not be neglected or allowed to "run"—but you know that as well as we do. We have in English Balm of Aniseed the best remedy for Coughs, Colds, Hoarseness and other Throat Troubles. Come and talk the matter over.

Campbell's Prescription Store

COR. FORT AND DOUGLAS STREETS.

How About Electric Light This Fall?

Have you considered how much to your advantage it would be to throw away coal oil lamps and use electricity? Make the experiment now; leave your order to-day.

B. G. Electric Railway Co.

(LIMITED.)

35 YATES STREET.

ASSURANCE FROM CHARLES M. HAYS

Construction of Transcontinental Line Will Be Carried on From the Pacific Coast.

A Comparison of C. P. R. and G. T. P. Contracts by a Railroad Authority—Rousing Rally for Liberal Candidate in the A. O. U. W. Hall Last Night.

Montreal, Que., July 12th, 1904.

Dear Sir,—In reference to your inquiries as to probable date when construction on the new Transcontinental line will begin on the Pacific coast, I beg to say: That surveys have not yet reached that stage of completeness to enable me to fix any definite time for commencement at either end of our road.

With regard to the Western end, there are many things to consider, including the important question of harbor facilities, and the nature of the country through which the road must run is such as will necessarily consume considerable time in perfecting surveys and locating the line.

I may say, however, that it will be the policy of the company to diligently prosecute to completion the surveys which have been in operation for over a year, and so soon as the progress of the surveys in British Columbia will permit, CONSTRUCTION WILL BE COMMENCED FROM THE PACIFIC COAST END OF THE ROAD AND BE CARRIED ON CONTINUOUSLY IN AN EASTERLY DIRECTION UNTIL THE ROAD IS COMPLETED. In fact, such action will be necessary to complete the road within the time limit.

I think this covers the points you raised, and that a more definite declaration cannot at present be made.

Your reply in the Senate to an inquiry on the subject seems to cover the ground fairly and accurately.

Yours truly,
(Sgd.) CHAS. M. HAYS.

Hon. Senator Templeman, Ottawa.

The meeting held in the A. O. U. W. hall last evening in the interests of George Riley, the Liberal candidate, was a decided success. The hall was well filled. The speeches were followed very attentively by the audience. There was manifested an entire absence of any attempt by the speakers to take undue advantage of their opponents or in any way to misrepresent Col. Prior and the party he represented. T. W. Paterson, M.P.P., and Hon. Senator Templeman were given nearly the entire evening to themselves. Mr. Riley, in order to allow these two full time, cut his remarks very short, and Chas. H. Lugin gave way also.

The addresses made by Mr. Paterson and Senator Templeman were appeals to the good judgment of business men. The practical manner in which the government of Sir Wilfrid Laurier had handled the country's affairs was brought to the attention of the audience, and on those grounds the continuation of support was asked for.

The meeting was presided over by Richard Hall, M.P.P. With him on the platform were Dr. G. L. Milne, Col. Gregory, Dr. Lewis Hall, Jas. Bell, W. E. Ditchburn, L. W. Conyers, Jas. Paterson, Jas. Tagg, Hon. Senator Templeman, Wm. Turpel, J. D. McNiven, M.P.P., Capt. Wm. Grant, T. W. Paterson, M.P.P., Dr. Jones, Chas. H. Lugin, S. Johns and W. G. Cameron, M.P.P.

Mr. Paterson, whose knowledge of transportation matters is of the most practical character, went very fully into the subject of the Grand Trunk Pacific contract. In doing so he went back to the Canadian Pacific railway contract, and drew comparisons between the two, which showed that that entered into by the Laurier government was decidedly more in the interests of the country. He showed that the C.P.R. contract and the charge made upon the people of the country was very much misinterpreted. The C.P.R. began construction at Oshawa in Ontario, and built westward, the total distance built by the company being only about 1,900 miles. The remaining 650 miles was built by the government. He showed that for build-

ing that portion the company received \$25,000,000 and 25,000,000 acres of land, which was easy worth \$3 an acre. But in addition to this the railway was allowed to import all its materials used in construction free of duty, and enforced this for years after the road was built. Its land was also exempted from taxation for twenty years, and the company was endeavoring to interpret this as twenty years after it passed from the company. Furthermore the guarantee of the interest at 3½ per cent. on \$15,000,000 of bonds was enforced by the company before it relinquished other privileges. The contract entered into was not the best which could have been arranged at that time.

Another company had offered to build on vastly better terms, yet the Conservative government of the day refused to accept this latter. The excuse offered was that it was not a company which could carry out its engagements. Had the government of the day, Mr. Paterson showed, been anxious to serve the country it would have accepted the cheque for \$1,395,000 which the company would have deposited and allowed the company to forfeit it had it been a bogus company.

The Grand Trunk Pacific would cost not more than \$13,885,050 to the taxpayers of the country if even the figures of the opposition were accepted as the cost of the mountain section in British Columbia. The surplus of the Laurier government last year was \$14,000,000, which alone would cover the actual tax upon the taxpayers.

Furthermore, Mr. Paterson showed that in the construction of the C.P.R. the Conservative government only pressed for a railway which would be of a standard similar to the Union Pacific railway at the time of the construction of the latter road twenty years before. They passed over the company which would have agreed to construct it according to the standard of the Union Pacific at the time the contract was let. This would have called for no grade more than 300 feet to the mile. By accepting the former alternative the grades allowed were four

or five hundred feet a mile. The result was that the C.P.R. was a railway which could never carry grain in quantity to the Pacific coast. At the Kicking Horse grade 100 cars a day at the present time was all that the road could handle. The Grand Trunk Pacific, it was agreed, would be equal in standard to the Grand Trunk between Toronto and Montreal, which excelled any line on the Pacific coast. This would be a road with not more than 25 feet ascent to a mile. The result would be that this railway would become a great carrier of grain to mills on the Pacific coast and British Columbia would reap the benefit.

Mr. Paterson attacked the system of government ownership of railways. Investigation showed that it was feasible only in countries where there was not responsible government, such as Russia or Germany. Quoting the Conservative leaders of the past he showed that that party had been opposed to public ownership. Among these were included Sir John A. Macdonald and Sir Charles Tupper, who strongly denounced this system of carrying on railways. The conduct of a railway by a government commission entailed endless trouble and was most unsatisfactory.

Referring to British Columbia he lamented the fact that there was not a premier in this province who had the strength of Sir Wilfrid Laurier. This province needed him. It was a province which prospered in spite of bad government. Hon. Senator Templeman, in his address, pointed out a marvelous change had come over the Conservative party with respect to its policy. The question of protection, which had up to about six months ago been the main issue between the parties, had been dropped. The Fickling tariff with the complement to it of preferential rates with the Motherland had forced the Conservative party to drop this subject. The Liberal policy had proved so successful that the Conservatives had wisely dropped this as an issue in the election.

He acknowledged that the Liberal government had spent money liberally. The increased prosperity of the country had warranted this. The growth of the country had given rise to the increased expenditure in various departments. The canals had been deepened, railways had been widened, the Intercolonial had been brought to Montreal, and in various other ways the expenditure had been made greater. There had not been extravagance, however, and in all the time the Laurier government was in power there had been no charge of maladministration. He hoped the expenditures would continue to increase in conjunction with increased revenues. The public debt of Canada had not been increased one dollar by the Liberal government. There had been a vast expenditure in opening up the Northwest, and the country was now reaping the benefit of the policy of Hon. Clifford Sifton by an influx of a population of 150,000 a year.

Hon. Senator Templeman dealt with the subject of beginning construction of the Grand Trunk Pacific from the Pacific coast. In answer to the challenge of Hon. Chas. Wilson calling for the production of any proof that the construction of the line would begin at the Pacific coast, Senator Templeman read a letter from Chas. M. Hays to the effect that as soon as the progress of the surveys in British Columbia would permit, advanced construction would begin at the Pacific coast, and be prosecuted continuously as expeditiously as possible in an easterly direction. This was not given as a hard and fast agreement by the Grand Trunk Pacific, but it was a decided and pronounced promise by the president of the line.

The Japanese at Takhu mountain have dropped a ceaseless storm of shells on the Chinese town, and many rifle bullets also fell in the place. The Chinaman adds that the fighting was very severe, and that the Japanese was very considerable. It is asserted that the Russian force at Port Arthur now number 5,000 men, excluding the militia, which is not engaged in fighting, but in guard duty. Winter clothing is very scarce at Port Arthur, shoes particularly. The Russian soldiers are wearing Chinese shoes, and some of them are unable to obtain even these. The Russian wrap robes about their feet. The garrison is greatly worried out by the many months of exhausting and anxious labor and fighting. The town is full of wounded. Flour is plentiful, and the slaughter of horses, mules and donkeys continues. Chinese who reached Chefoo from Port Dalry say that Japanese reinforcements are continuing to arrive daily. The Japanese confirm this. A junk which reached this port to-day from Port Dalry was allowed to leave only on condition that she take no cholera, whom the Japanese are using in large numbers in constructing warehouses and removing the dead and wounded. The wounded are taken to the railroad and thence are transported to Dalry, from which port they are shipped to Japan. The Japanese have practically completed immense warehouses between Port Dalry and Port Arthur, and have therein supplies sufficient to last them until spring. Similar preparations have been made at Newchwang, and therefore the Japanese expect the release of sixty transports next month.

MORE FIGHTING AROUND FORTRESS

JAPANESE CAPTURED ADDITIONAL POSITIONS

Russian Destroyers Left Harbor and Shelled Position of Besieging Army—Heavy Losses.

Chefoo, Oct. 20.—3 p. m.—The most important recent events at Port Arthur include the capture by the Japanese of further minor positions near Rihlung mountain, and the severe damage of a Japanese torpedo boat destroyer by striking a floating mine.

According to Chinese advices, which reached here to-day, and which are confirmed in essential points by Japanese letters from Port Dalry, the Japanese made assaults on the remaining outer works of Rihlung mountain at dawn on October 8th, and were repulsed. The following day the Russians made an attack on the Japanese trenches, and they in turn were repulsed. The Japanese immediately followed with another assault, resulting in the capture of an iron railroad bridge and heights south of the bridge, which is five hundred yards from the main fortress.

The importance of these captures lies in the fact that they curtail the Russian fire in harassing the Japanese, who may attempt to advance on the trenches located on the slope of Rihlung mountain. This attack seems to have been a surprise.

Since the capture of the points mentioned, the Japanese assert that they have successfully resisted numerous sorties in attempts to recapture them. At 10 o'clock on the morning of October 12th, seven Russian torpedo boat destroyers emerged from the harbor of Port Arthur, and later they were followed by two more destroyers. The squadron proceeded to Shaoging and bombarded the Japanese left flank. Four Japanese destroyers hurried to the scene and the Russians retired to the harbor followed by the Japanese. The pursuit ceased upon entering the mined area.

One Japanese destroyer while returning hit a mechanical mine and was severely damaged, but she managed to reach Port Dalry, and it is now being repaired. In the meantime the Japanese siege guns continue to drop big shells in the harbor, the Japanese claiming that they damaged the Russian gunboat Giliak and another Russian warship.

A Chinaman who arrived here to-day declares that during the Japanese assault on Rihlung mountain the Russian battleships fired almost incessantly to the north.

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SKIRMISHES ONLY REPORTED FROM FRONT.

St. Petersburg, Oct. 21.—1.30 a.m.—Apart from skirmishes and exploits of scouting parties, there is almost a complete suspension of operations in Manchuria. The heavens interposed a put a stop to bloodshed. Rain, impassable roads and exhausted armies are factors sufficient in themselves to explain the cessation of hostilities, and these conditions are aggravated by a dense fog overspreading the whole of the theatre of war.

Behind this pall either side would be able to change the disposition of its whole force in absolute secrecy; but the obscurity renders dangerous any attempt at a forward movement. When the curtain of mist is lifted the fighting may be resumed under totally changed conditions.

Associated Press correspondents at the Russian front record the successful repulse of a night attack upon Russian outposts in the early hours of October 19th. The Russians pursued the Japanese and captured a gun, which, under cover of fog, they were able to remove.

The wild flight of rumors continues in St. Petersburg, the rout or capture of Japanese divisions, of battalions and scores of guns, alternating with alarmist stories of General Kuropatkin's retreat on Mukden, all equally untrue. The war office declares that there have been no serious developments since the capture of Lone Tree hill last Sunday, and authorizes the Associated Press to deny the report that a Russian battalion had been annihilated in trying to recapture the Taitse river.

The Associated Press is informed on good authority that the sixteenth army

..CONDENSED ADVERTISEMENTS..

Rates for insertion in THE TIMES: All Classifications, except Births, Marriages and Deaths, 1 cent per word per day; six insertions for the price of four; no advertisement taken for less than 25 cents. Time rates on application.

WANTED—MALE HELP.

Advertisements under this head a cent a word each insertion.

WANTED—Messenger boys: Apply C. P. R. Telegraph.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

SITUATIONS WANTED—FEMALE.

Advertisements under this head a cent a word each insertion.

WANTED—Position as housekeeper, for gentleman. Address A. D. Times.

WANTED—Dressmaking or plain sewing, by the day. Corner Catherine and Edward streets, Victoria West.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

WANTED—MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

WANTED—Carpenter's tools, trunks, cast-off clothing, boots, shoes, etc., etc. Write or call on Jacob Anderson, New and Second-hand Store, 64 Johnson street.

WANTED—Photo-engraving work from all parts of the province; satisfaction guaranteed; send for samples. B. C. Photo-Engraving Co., 25 Broad street, Victoria.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

FOR SALE—MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

FOR SALE—Cheap, odd burlaps, chest of drawers, mirrors, heaters, mattresses, etc., at 53 Blanchard street. Phone 1015.

FOR SALE—Jersey cow: will calve about Nov. 10th. Apply Mrs. Selick, Gordon Head road.

FOR SALE—Thoroughbred dunghorse, aged 5 months. Mrs. J. E. Elliott, 35 Alfred street.

FOR SALE—Two contracts, Nos. 57 and 58, in the People's Loan & Deposit Co., 85 Yates street, up-stairs.

BULBS FOR SALE—Hyacinth, tulips, narcissus, crocus, etc., just received, at Jay & Co.'s, 13 Broad street.

FOR SALE—Irish terrier puppies. Apply Thos. Fleming, Government street.

WE HAVE, in the Old Curiosity Shop, all kinds of furniture and stores. Look in and examine our ladies' coats and skirts. Pierce O'Connor, cor. Fort and Blanchard.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

A Moral

If you wanted to employ help of any kind you would look in these columns for it—wouldn't you? The moral is plain.

HOUSES AND LOTS FOR SALE.

Advertisements under this head a cent a word each insertion.

FOR SALE—On easy monthly payments, 9 roomed house in good locality, nearly new, modern improvements; or would rent or lease. Apply 19 Burdette avenue.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

MISCELLANEOUS.

Advertisements under this head a cent a word each insertion.

CHIMNEY SWEEEPING—No mess, from 50¢; smoky chimneys cured; any kind of brick work done. Leave orders 4 Broughton street, shoe repairing shop.

TO JOB PRINTERS—Our artists are now making cover designs, sketches, etc., for the best catalogue work produced in the West. Send your ideas, and outline sketches will be furnished without charge. B. C. Photo-Engraving Co., Victoria.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

COFFEE AND SPICES.

VICTORIA COFFEE AND SPICE MILLS—Office and mills, 148 Government street. A. J. Morley, proprietor.

corps will be the next to start for the South. This corps is stationed at Vilech and belongs to the military district of Vilna, which is going out as a part of the second Manchurian army, under the former chief of the Vilna district, Gen. Gripenberg. The corps probably will leave in December for Harbin.

The Bourse Gazette's correspondent at Mukden sticks to the story that the Japanese are slowly retreating. On the other hand, several other correspondents telegraph that operations have been suspended owing to the rain. They say the armies are confronting each other across the Shakkie river, and add that nothing important is expected for several days.

The Russian correspondent says a rearguard engagement has occurred east, but gives no details. Possibly the correspondent refers to the report from Tokio of the Taitse river engagement.

A dispatch to the Bourse Gazette from Mukden, dated October 19th, says that on October 18th a detachment of the Russian vanguard, on the west front, surrounded a Japanese battalion and compelled it to lay down its arms.

TO CURE A COLD IN ONE DAY—Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

RHEUMATISM WILL SUCCEED TO South American Rheumatic Cure because it goes right to the seat of the trouble and removes the cause. Many so-called cures but deaden pain temporarily only, to have it return again with doubled violence. Not so with this great remedy. It eradicates from the system the last vestige of the disease and its cures are permanent.—74.

A Primary Duty.

One of the primary duties of a newspaper is to make its want advertising columns available to its humblest reader. Our rates do that.

TO LET.

Advertisements under this head a cent a word each insertion.

TO LET—Unfurnished room. 54 Pandora St.

TO LET—Furnished bedroom for gentleman, with use of bath. Gordon Hotel, Yates street.

BED AND SITTING ROOM TO RENT—Private family, new house, modern. 50 Hayward avenue.

TO LET—Furnished, large front room, with use of phone. 170 Johnson.

HOUSEKEEPING ROOMS TO LET—Single or a suite; cheapest in city; across from Dominion Hotel. 120 Yates street.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

MONEY TO LOAN.

Advertisements under this head a cent a word each insertion.

MONEY TO LOAN—For short terms, at reasonable rates. Address A. B., P. O. Box 700.

WHEN ANSWERING advertisements under this heading please say that you saw this announcement in THE TIMES.

The Stuart Robertson Co., Ltd.

A. Stuart, Robertson, J. B. Smart, Pres. Manag. Dir.

36 Broad Street.

To Let—Richmond Ave., 9 rooms \$20

To Let—Vancouver St., 8 rooms 18

To Let—First St., 8 rooms 13

To Let—St. James St., 19 rooms 30

To Let—St. Lawrence St., 5 rooms 8

To Let—Battery St., 8 rooms, furnished, 25

P. R. BROWN CO., Ltd.

30 Broad Street, Victoria.

FOR SALE—Oak Bay, 3 lots and 8 roomed cottage, nice house, \$2,800.

FOR SALE—Stanley avenue, new bungalow of 8 rooms, all modern conveniences; price and terms on application.

FOR SALE—Four miles from town, 20 acres, of which 12 acres are cultivated; balance light timber, principally oak, orchard of 140 fruit trees in bearing; five roomed cottage, batch dairy, large barn, three wells of excellent water, good roads; price and terms on application.

FOR SALE—Bellott street, east of Cook street, 2 story, with brick foundation, 8 rooms, all modern conveniences, a nice house; on easy terms.

FOR SALE—Niagara street, new bungalow of 8 rooms, with all modern conveniences; small payment down, and balance in small monthly payments.

FOR SALE—Pine street, good lot, 55 ft. by 135 ft., no rock; assessed value \$240; our price \$125.

FOR SALE—Blanchard street, lot 20x30, with two story building in good condition, cheap; would make a good factory.

FOR SALE—James Bay, corner lot, with five roomed dwelling, only \$1,800.

FOR SALE—Dallas road, five roomed dwelling in excellent condition, full lot, for \$850; terms, \$100 cash, balance in small monthly payments.

FOR SALE—Near Dallas road and car line, good seven roomed dwelling, well situated; price \$1,000, and terms to suit.

FOR SALE—Pandora street, 10 roomed dwelling, all modern conveniences; \$3,000.

FOR SALE—Dallas road, 2 lots and modern 10 roomed dwelling, \$7,000; easy terms.

FOR SALE—Niagara street, on car line, modern bungalow of 7 rooms; \$2,500.

FOR SALE—Oak Bay, 2½ acres, 4 roomed house, good soil, city water laid on.

FOR SALE—Lot, 60x120, and 7 roomed house, McClure street; \$1,000.

FOR SALE—Cottage and lot, Johnson street; nice home.

FOR SALE—Pembroke street, near Douglas street, lot 60x120, 5 roomed cottage, modern conveniences; only \$1,800.

FOR SALE—7¼ acres and small dwelling, near the exhibition buildings; \$500 cash and balance in small monthly payments, no interest.

FOR SALE—Water lot and dwelling, near the new C. P. R. wharf, James Bay; price and terms on application.

FOR SALE—Port street, near Linden avenue, 10 roomed dwelling, double front lot; well situated for private boarding house.

FOR SALE—Henry street, Victoria West, 3 vacant lots; only \$325.

FOR SALE—Esquimalt road, with frontage on beach, ½ acre and 8 roomed house, \$2,500; terms.

FOR SALE—Pandora street, lot 60x120, 6 roomed cottage; only \$1,600.

FOR SALE—Yates street, near Quadra, vacant lot; \$1,600.

FOR SALE—½ acre, four miles from city; \$300.

FOR SALE—First street, modern 8 roomed dwelling, lot 60x135; only \$1,000.

FOR SALE—240 acres, Lake District, excellent fruit soil, plenty of water; only \$5,250.

FOR SALE—Cowichan District, 123 acres, large dwelling, barn, etc., well adapted for a dairy farm, only \$6,000; easy terms.

MONEY TO LOAN, Five Insurance Write-ups. Betts & Manager, P. R. Brown, Ltd., 30 Broad street.

PRIVATE TUITION—in practical Spanish—terms moderate. Address 20 Pioneer St.

SHORTLAND SCHOOL—25 Broad street. Special attention given to bookkeeping, thorough instruction in bookkeeping, shorthand, typewriting. E. A. Macmillan, principal.

EDUCATIONAL.

TO ADVERTISE—We make cuts which enhance the effectiveness of your advertisement and cost you nothing. Nothing so effective as illustrations. From \$2 per ward, according to size. B. C. Photo-Engraving Co.

BEAUMONT BOGGS—Real Estate and Insurance Agent, 42 Fort St.

TO LET—Nice cottage, No. 12 South Turner street; immediate possession.

TO LET—Well furnished cottage, with tennis court and half acre land, Western Victoria.

TO LET—7 roomed house, close to tram, fine view of water; rent only \$12.

FOR SALE—Cottage, with 2½ acres under cultivation; price \$1,900.

FOR SALE—Nice lot, Esquimalt road; price \$225.

FOR SALE—¾ acre splendid land on North Dalry Farm, 3 miles from Post Office, mostly cleared pasture; price \$975.

FOR SALE—Cottage on tram line, James Bay, close to Park, sewerage, price \$1,800.

FOR SALE—Cottage, Walker street, Victoria West; price \$800.

Sparklet Syphons

AND

Cartridges for Same

R. P. Rithet & Co., Ltd.

WHOLESALE MERCHANTS.

ASSURANCE FROM
CHARLES M. HAYS

(Continued from page 2.)

imposing a head tax of \$500. The government had allowed the use of fish traps, which meant so much to Victoria. It had also by the preferential tariff regulations increased the importations from the Motherland by many times. Before closing he referred to the loyalty of the Liberal party to the flag of the country. There was no other flag which he would want to serve under or would like to see his sons serve under except the flag of Britain.

MR. RILEY.

Geo. Riley was the first speaker. He said that after the speech of such a celebrated orator as Sir Chas. H. Hays, he naturally had some little diffidence about speaking.

He referred to Col. Prior having described him (Mr. Riley) as a good "wire puller."

"No one would describe Col. Prior as a wire puller," said Mr. Riley. "Nothing less than a cable would do him." (Applause.)

Col. Prior had also made insinuations concerning the letting of contracts. "No one would expect Col. Prior to go about seeking contracts," said Mr. Riley. "He would simply call for Wynne and say, how much is there in this for Gawler?" (Applause.)

Mr. Riley in order to make for the other speakers of the evening cut his address short.

T. W. PATTERSON, M. P.

Mr. Patterson said: "Mr. Chairman, ladies and gentlemen: I feel very much honored in being called upon to address a meeting such as I see before me to-night, and I am sorry that someone more capable than I had not been called upon to explain, or endeavor to explain the policy of the Liberal administration of this Dominion. I was going to say that, but the course of the Laurier government in the past seven years during the time they have been in power requires no defence, and it has been a surprise to the whole world when we came to see that the increase in the general business of Canada in the seven years of Liberal administration has been more than equal to the increase of business for the whole eighteen years of Conservative administration, from which one must see at a glance that there has been a radical change in the system of government in the Dominion to accomplish this. We find this increase has been taken notice of not only in Canada, among ourselves, but in England and the United States, and in fact wherever Canada is known, and we find that Canada is accorded every credit, and that it has affected her credit abroad. In fact, we find that Canada has emerged from obscurity, for at the time that Sir Wilfrid Laurier assumed the reins of power in this Dominion, little or nothing was known about the Dominion itself, but now what do we find? We find that we rank as

The Banner Colony

of the Empire, and I contend that this is a record which the Laurier administration has brought about.

"It is not necessary to go into the details of the administration of this government. It is only necessary to say that our business has increased more in seven years under a Liberal administration than it did in eighteen years under the Conservative administration. Now, there is no one need run away with the idea that this was accomplished simply by displacing one political party for another. There is no one need think that because the Liberals assumed the reins of office at Ottawa that the country became prosperous at once. I say that is not the case, that there is no government that can make a good business man out of a poor business man, or make him manage his business only in a way that he sees fit, but in the Laurier administration it was accomplished in this way.

"Sir Wilfrid Laurier when he was called upon to form a government did not form a government, as he might very well have formed one, out of the material he had on hand, from men who had fought the battles of the Liberal party, who were fairly entitled to positions in his cabinet, and who might have been capable of administering those departments properly, but he went outside. He

selected men of known ability, men who were known not only in this Dominion but all over the world, and who had a large and varied experience in managing provincial affairs. Men like Sir Oliver Mowat, Mr. Fielding and Mr. Blair were selected, and when such men were selected to form that cabinet

It Inspired Confidence

in the minds of not only the Liberals of the Dominion of Canada, but in the minds of the Conservatives, and every individual in this Dominion. Everyone felt confident that under such an administration as that formed by Sir Wilfrid Laurier that no one, be he friend or foe to the government, was going to suffer. They felt certain that the affairs of the Dominion of Canada were going to be administered by capable men.

"Take the reputation of Sir Oliver Mowat, for instance. His reputation was world wide as one of the best constitutional lawyers, not only in the Dominion, but the world.

"Our minister of finance, Mr. Fielding, has had the record of being not only the best financier in the Dominion of Canada, but on the continent of America, and I say again when men of that description were placed at the head of the departments of the government of the Dominion of Canada, it inspired confidence, and was the means of bringing about the prosperity which we have enjoyed in this province since that time.

"Now the government of Sir Wilfrid Laurier is before the people of Canada to render an account of its stewardship, and to ask for a renewal of its confidence, and I feel certain that on the 3rd of November next the verdict of the people will be that they have every confidence in Sir Wilfrid Laurier and his party, and its majority will be larger than it ever has in the past term. (Loud applause.)

"Now there are several issues in this campaign that

Are of Great Importance

to the Dominion of Canada, and in which this province is very much interested. One of these I propose to touch upon briefly to-night. There are others equally important, but they will be taken up and dealt with in a much better manner than I could do, and I will then with them by the speaker following me.

"I wish to allude to the construction of the new transcontinental line, the Grand Trunk Pacific. That is an undertaking that is of vital importance to the province of British Columbia. We have been trying for years to get railways into this province. You have heard at every political contest in the city of Victoria and on every political platform for the last 15 years that we were going to have a railway just as soon as that particular election was settled. There has been a railway project before the people of British Columbia at every election that I recollect anything about in the last 14 years, but we have now a transcontinental railway about to pass through the province of British Columbia. That is an assumed fact. There is no doubt about it. The

Railway is Going to be Built.

The contract is signed, and men are at work on it at the present time. I say that the construction of that road is the most important thing that has come up in Canada for the last 20 years since the construction of the Canadian Pacific railway.

"Now, the bargain that has been made by Sir Wilfrid Laurier and his government with the promoters of the Grand Trunk Pacific the Liberals claim is a good one, and I think on the face of it that it is a bargain that will redound to the benefit of everyone in the Dominion. It is fair to the Dominion and fair to the railway company, and it is immensely superior to the bargain made by the Conservatives who are criticising this, when the C.P.R. charter was before them, and before going into the details of that bargain I think it would be well to compare it, or to state briefly to you the terms of the original contract made by Sir John A. Macdonald with the Canadian Pacific Railway company for a transcontinental line, which is now passing through this province.

"You will recollect that road was originally started as a government undertaking. The government commenced the construction of that line, and it was carried on for some years as a government undertaking. It was, however, considered advisable, or in the interests of the Dominion of Canada, to build that railway, and a contract was let to the Canadian Pacific railway.

"I may say before going any further that a great many people in this country and the Dominion generally are under a totally wrong impression as to what the Canadian Pacific railway is. When we speak of the Canadian Pacific railway and the dealings of the government with the Canadian Pacific Railway

company we are apt to look at their whole undertaking as it is at the present time. It is an enormous company. They have a very large mileage, some 11,000 miles of railway being operated by that company. Now, we are apt to look at that as the original Canadian Pacific railway that was to be built under the contract made with the Dominion government, and looking at the

Grand Trunk Pacific Railway and what they are getting, the impression that remains in the minds of the people is that the Canadian Pacific was something greater than the Grand Trunk Pacific.

"Now, you will recollect with the original Canadian Pacific that the contract made with that company was to build a line from a place called Callander in Ontario to Port Moody in British Columbia, a total length of a little over 2,500 miles. Out of that 2,500 miles the Canadian government had under construction, and did complete the construction of 643 miles, leaving a balance of some 1,957 miles to be built by the Canadian Pacific railway. Now, that is all the construction work the Canadian Pacific ever carried out for the bonuses that they received from the Dominion government. If we run away with the idea that the whole Canadian Pacific scheme was built on the bonuses received from the Dominion government, those bonuses don't look very large, but when we take into consideration the fact that only 1,900 odd miles were built by the C.P.R., we find that the subsidies they received were very large.

"In order to secure the construction of that road the Dominion government gave to the Canadian Pacific railway \$25,000,000 in cash; they gave them also 25,000,000 acres of land, and they turned over to the railway company 543 miles of completed rail. Now they got twenty-five million dollars in cash; they got twenty-five million acres of land, which at a fair valuation would be considered to be worth \$3 an acre, amounting to \$75,000,000. Now, in speaking of the value of that land it is no mere guess work, because when Lord Mount Stephen applied to the Dominion government for a line in 1884 he stated that the average price received by the company for land already sold up to that time had been \$2.62 per acre. In 1892 Mr. Van Horne stated that the average price had been \$4.05 per acre for land sold by the Canadian Pacific, so you will see that the price of \$3 an acre is under instead of being over the mark. They received \$75,000,000 worth of land, and \$25,000,000 in cash, and 643 miles of completed railway, which cost the government of Canada \$50,000,000. Now for the whole line, according to that estimate, they received \$135,000,000 for building 1,900 odd miles. Now the subsidy per mile, figured in that way, which no one can dispute is fair, amounts to a sum of

\$69,700 for Every Mile

of railway that was built by the C.P.R. Now you will note also that at least 1,000 miles of that 1,906 was prairie country that the Grand Trunk Railway company agreed to build for \$13,000 a mile. The portions built by the C.P.R. in British Columbia is no doubt heavy work. There was some heavy work in the Lake Superior district, but from Lake Superior down to the North Shore of Lake Huron to Callander the work was comparatively light.

"You will find that the party who made this contract with the C.P.R. is criticising the contract made by the Laurier administration for the construction of the Grand Trunk Pacific. There is no one who can attach any blame to the Canadian Pacific company for that bargain. The promoters of that company were acting in the interests of the shareholders of their company, and it was their duty to make as good a bargain as they possibly could with the government for the construction of that road.

"But that was not all they got for constructing that line. We find on all the material that was used in the construction of that road they paid no duty. Further it was provided all their stations and station grounds, workshops, buildings, yards and other property, rolling stock and appliances, required and used for the construction and working thereof, and the capital stock of the company shall forever be free from taxation by the Dominion, or by any province hereafter to be established, or by any municipal corporation therein.

"That simply means that the whole of the property of the C. P. R., so far as the government was concerned, was free from taxation, and so far as any provinces that are formed in this Dominion of Canada subsequent to that act. No province that may be formed will be able to tax the C. P. R., or any of their workings, nor will any of the municipalities within that province be able to tax it. That in itself amounts to an enormous sum of money, even in a few years. The lands of the C. P. R. in the Northwest Territory, take for instance until they are sold or occupied, shall be also free from taxation for 20 years after the grant thereof from the crown. The Canadian Pacific has been in operation more than 20 years now, but they

Refuse to Pay Taxes

on this land, on the ground, as I understand it, that the land is not subject to taxation until 20 years after it has been sold by the company. It is now up before the courts, I believe, on a test case taken by the Dominion government. They are to decide upon that clause now.

"Another advantage which the company had was set forth as follows: 'For 20 years from the date thereof, no line of railway shall be authorized by the Dominion Parliament to be constructed south of the Canadian Pacific railway, from any point at or near the C. P. R., except such line as shall run southwest or to the westward and southwest; nor

to within 15 miles of latitude 49. And in the establishment of any new province in the Northwest Territories, provision shall be made for continuing such prohibition after such establishment until the expiration of the said period.'

"That meant that the Canadian Pacific railway were given the monopoly of the whole business in Manitoba and the Northwest Territories. No line was to be built from the south of that road to within 15 miles of the American territory or boundary line, no connection with any American road was possible under the sections of this provision, and no company was able to build a line within 15 miles of the American boundary line.

"You will recollect that the people of Manitoba took this question up for themselves, and they built a line to the boundary, and they told the Dominion government that they were going to operate that road in spite of that provision. The consequence of that was that the Dominion government had to

Make an Arrangement

with the Canadian Pacific railway to get rid of that monopoly clause, and in order to do that they gave the company a loan for 50 years at 3 1/2 per cent. interest on \$15,000,000, taking as security the unsold lands of the company. It is quite possible that that loan, I suppose, will be paid by the Canadian Pacific Railway Company, but it is questionable whether they will have any lands to sell 20 years after that loan was obtained, for the loan term expires.

"Now they were also permitted to bring in all their fish plates and steel rails, and everything that was required in the construction of the Canadian Pacific, free of duty, and in fact many years after the line was constructed the bridge material that was brought in for renewing the bridges that had run their life was also admitted free of duty by the government. The government allowed them to bring in those things free of duty over their whole life.

"Another advantage in favor of the Canadian Pacific that they had at that time was that if they should at any time bring in a large quantity of rails in advance of the time when they required them for the construction of the railway, the government of Canada advanced them, paid them in cash, three-quarters of the cost of those rails, no matter how long they were brought in before being needed.

"Now, that bargain was made one might think because it was the best that could be effected at the time, as there was very little known about the country between Callander and Port Moody, and little was known about the character of the construction of the road or the Northwest Territories. That had been the best that could have been done for the government might not have been to blame so very much, but it was not the best.

"When this matter was under consideration by the government they

Received a Second Offer.

That offer was made by a responsible Canadian company, and they offered to build the line for three million dollars less in cash, and for three million acres less in land, and there were to be no restrictions as to taxation; their property was to be subject to taxation. And I might say in the original railway offer was made, as you all know, the government had absolutely no control of the rates of the C. P. R. until that company has paid a dividend of 10 per cent. on its capital stock. In this second offer there was no condition of that at all, but the government was to be given control of the rates, and to show you that offer was made in good faith to the Conservative government of the day they deposited in cash with their offer \$1,395,000. The men composing that company were all Canadians. In the lot there were at least five millionaires. They were all perfectly well capable of carrying out any undertaking that they might propose, and they gave a guarantee of good faith they put up this amount of money, and the deposit required from the Canadian Pacific railway was only \$1,000,000.

"The Conservatives will tell you that that was a bogus offer. If it was a bogus offer the best thing the Conservative government could have done was to take up their offer and have the company forfeit their cheque of \$1,395,000 deposit if they did not carry it out. So there is

No Excuse For the Bargain

made by the Conservatives for the construction of the Canadian Pacific railway, and these men who made that bargain are on the stump throughout the Dominion criticising the bargain that is being made by the Laurier administration with the Grand Trunk Pacific, for a line from ocean to ocean. Remember this that Callander, the starting point of the Canadian Pacific, is at a point 360 miles west of Montreal.

"The present Dominion government's arrangement is for the construction of a railway from the Atlantic to the Pacific Coast, and the taxpayers of the Dominion will not be taxed more than \$14,000,000. The men who appear on the platform in favor of the opposition may figure as they like, but they cannot dispute the figures. They were not able to dispute them in the House, and only by misrepresentation can they dispute them on the platform.

"No doubt the terms of the Grand Trunk Pacific contract is probably known to a great many of you, but in speaking of that question we might probably just as well begin at the beginning and see

What the Grand Trunk Offered

when they approached the Dominion government first for the construction of this line, and which Mr. Borden, the leader of the opposition, claimed that the government should have taken up. I don't know whether he claims that now, but he claimed it at one time. The proposition that was made at first was to

have the line built from North Bay, Ontario, to the Pacific Ocean on these terms:

"I will read you a few paragraphs to show you what they really did ask:

(a) That the Dominion government will grant a cash subsidy to your petitioners of \$4,000 a mile of railway, and in addition 5,000 acres of land per mile.

(b) That the payment for the carriage of the mails shall be calculated on the same basis as provided for under the contract made with the Canadian Pacific Railway Company.

(c) That rails and materials of every kind used in the construction of the railway—fit for duty—shall be admitted free, if such material cannot be obtained in Canada upon equally favorable terms.

(d) That the Grand Trunk Pacific railway, with all stations and station grounds, work shops, buildings, yards and other property, rolling stock and appliances required and used for the construction and working thereof, and the capital stock of the company, shall be forever free from taxation by the Dominion or by any province hereafter to be established, or by any municipal corporation therein; and the lands of the company in the Northwest Territories (until they are either sold or occupied) shall also be free from such taxation for twenty years after the grant thereof from the crown.

"You will see that that is a very similar arrangement in a great many ways to that made by the Conservative government by Sir John Macdonald as leader, and the Canadian Pacific railway, but the government of Sir Wilfrid Laurier would not consent to entertain that proposition.

"In the first place the proposition was to build a line from North Bay, which is practically the same point on this line as Callander was on the Canadian Pacific. Their proposition was to build the line from North Bay to the Pacific ocean. The Dominion government decided that it was absolutely necessary that a road should be built, but when that road was built it must be

A Road on Canadian Territory

running from an ocean port on the Atlantic to an ocean port on the Pacific, and that the whole business of Canada must be done over that road. That was the first stipulation in it. (Loud applause.) And so far as the granting of land to that company was concerned they said no, we will not grant an acre of land for the construction of that or any other line, but the proposition that was finally agreed on was that the line should be built by the Dominion government from the Atlantic ocean to Winnipeg, the Grand Trunk building from there west.

"The portion of the line across the prairies, about 1,100 miles, the cost of that is estimated at \$13,000 a mile, the government guaranteeing 75 per cent. of that amount and no more. The cost of the line through British Columbia, which is 400 and some odd miles—the mountain section of British Columbia is 480 miles—is expected to be \$50,000 a mile, and the government of the Dominion guarantees 75 per cent. of that amount, or they guarantee 75 per cent. of the cost of the line whatever it may be.

"The Conservatives who are criticising the matter in the House stated it would cost \$56,000 a mile to build through the mountains, but allowing that it does cost \$56,000 a mile, the total amount guaranteed by the Dominion government on the construction of that and the prairie section and the interest, and the construction of the line from Montreal to Winnipeg amounts to only \$13,883,000. The last year's surplus was \$14,345,000, so if the government should set aside out of this sum the sum of \$13,883,000 it would provide for the full payment of the seven years' interest, which is all the obligation that the government has to bear with respect to that whole line of railway from ocean to ocean.

"When you compare that with a subsidy of \$68,000 or \$69,000 a mile that was given to the Canadian Pacific for building the 1,906 miles that they built. I think you will arrive at the conclusion that the bargain which has been made for the construction of the Grand Trunk Pacific

Is Infinitely Superior

to the bargain made by the Conservatives when they secured the construction of the Canadian Pacific. (Loud applause.)

"As I said before, we in the province of British Columbia are very much interested in the construction of that line through this province, and we must take into consideration the fact that the standard of the road the Grand Trunk Pacific is to be built is to be equal to the Grand Trunk railway between Toronto and Montreal. You that have travelled over that road know that that road is 50 or 60 per cent. better than any road we have on the Pacific coast. The standard I might also say of the Canadian Pacific which built was a road equal to the Union Pacific railway which it was first built, and going back to that matter I might say the standard of the road to be built by the company making the second offer was to be equal to the Union Pacific at the time this offer was made in 1881, more than 20 years after the Union Pacific was built, but the standard of the Grand Trunk Pacific was to be the standard of the Grand Trunk between Toronto and Montreal.

"Going back to the Canadian Pacific again you will excuse me—I say if the government had seen that the Canadian Pacific had carried out the letter of their contract as regards the grade and standard of the road they were to build, we would be in a very different position to-day in British Columbia. The Union Pacific I say had grades of something over 100 feet rise to the mile. The Canadian Pacific railway have grades of between four and five hundred feet to the mile.

"The Dominion government if they had

been looking after the interest of the people of Canada would never have allowed the Canadian Pacific to operate the Kicking Horse grade and the Rogers pass grade, because they were not anything near the standard of the Union Pacific—the standard they were to build up to.

"But coming back to the Grand Trunk Pacific. They agree to build a road equal to the road between Toronto and Montreal, a road where the standard grade is less than 25 feet per mile. If we get a road of that description through the province of British Columbia it will

Mean More to This Province

than any of us can realize at the present time. It is a great mistake to view the conditions simply as they exist at the present time in this province, for we must look to the future possibilities of the trade that is done not only in our province, but the trade that will pass through our province in the future. I think I might say it will be only a few years from now, and I hope that there is not one in this hall who will not live to see the day when we will be grinding wheat from the water power we have along the Grand Trunk Pacific line—wheat brought in from the Northwest Territories. It is only a matter of grade, and when we take into consideration the question of this grade I feel that I can safely say that it will be but a few years when the grain will be brought out over the Grand Trunk Pacific line. We all know this, that our neighbors to the south of us in Oregon and Washington and California have been working up some time an enormous trade between the Orient in flour. The trade has been going ahead by leaps and bounds. It has been increasing rapidly every year. Everyone who has ever given any thought to the matter must have arrived at this conclusion that before 15 years have passed that they will not have one bushel of wheat to export. It will take all they have to supply their home consumption, as the United States is increasing very rapidly. I say it will not take any more than 20 years before the United States will consume every bushel of wheat they will raise. They will have their business worked up with the Orient, and now where is that business going to go then?—It must go into the Northwest Territories and Canada, and that grain must be ground in the province of British Columbia. If we have a railway that can carry it, and with grades no heavier than the Grand Trunk railway between Toronto and Montreal,

The Wheat Business

done on that road will be the largest done on any road at the present time. Every water power we have in British Columbia tributary to that road will be used in grinding wheat taken from the Northwest Territories and the Peace River district in British Columbia. If the Canadian Pacific had only grades half as great as the Grand Trunk have on their line between Toronto and Montreal, we would have an enormous quantity of wheat coming to the coast at the present time, but it is simply impossible over a road with the grades and curves that the Pacific coast has. It is simply impossible with the Pacific coast as it is, the reason that 100 cars a day is the capacity of the Kicking Horse grade, and there were any more there would be a block, and if the Grand Trunk Pacific ever started to haul grain to the Pacific it would simply paralyze the Canadian Pacific between here and the Rocky mountains.

"If the Grand Trunk Pacific is constructed through this province, as it will be—it is a certainty, and it will be constructed within the time limit—you will find that the Canadian Pacific in order to protect itself will have to improve its line. No doubt you have noticed in the papers the other day they are now proposing to that whole line range, which would mean a tunnel of over three miles in length. Now, if it had not been that a line was to be run through this province and the contract was let, it would be sometime before the Canadian Pacific would undertake a project as big as that. If they tunnel the Selkirk range they will have to build the line as it originally should have been built on the opposite side of the Kicking Horse river, and make their grades conform to the grades they agreed to build. That will help us out here in the northern part of the province of British Columbia. There is no doubt our population will increase in the south, and it will increase very rapidly in the north. I venture to say this, that within two years after the Grand Trunk Pacific is built through to the province of British Columbia that we will

Have a Greater Population

in the northern part of this province than we have in the whole of this province at the present time. There is no doubt about it. We must recollect this, that at the time the Canadian Pacific Company put their line through to the Pacific there was little known in the Dominion of Canada about the country lying between Callander and the Pacific Ocean. In fact a great many people were of the opinion that the Northwest was a country that was not fit for a white man to live in, and they had good reasons for coming to that conclusion, because you will recollect at the time the first settlers went into Manitoba and the Northwest for some years they were flooded out and their crops eaten up by grasshoppers, and frozen and for six or seven years after the first settlers came into Manitoba and the Northwest Territories, it was almost a case of starvation. Those who had money enough left the province, and those who did not have money remained there, and finally took advantage of the good times when the railway was built through there, so that that railway was built there was nothing known to the credit of the country.

(Continued on page 8.)

Liberal
Committee
Rooms
15 Broad St.VICTORIA THEATRE
MONDAY, OCT. 24TH

John C. Fisher and Thos. W. Ryley present

Isadore Rush

In the big London and New York Comedy Success.

"Glistening Gloria"

Direct from Daly's theatre, New York. Under the same management as "San Toy." Prices, \$1.50, \$1.00, 75c.; gallery, 50c. Seats on Friday.

Coming, Oct. 27th, The County Chairman.

VICTORIA THEATRE
2--NIGHTS--2

FRIDAY AND SATURDAY, OCTOBER

21st AND 22nd.

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POPULAR PRICES. Seats on sale Wednesday.

Coming, Monday, October 24th, "Glistening Gloria."

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WEEK OF OCTOBER 17th.

A Multifarious Bill.

DIVINE DODSON—Impersonator par excellence.

ELECTRIC CLARK SISTERS—Singing and Dancing Comedienne.

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Barbaric Comedy in one act by M. J. HOOLEY, entitled—

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Admission, 15c. and 25c.

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The World's Greatest Society Novelty

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STANLEY AND SCANLON.

The Greatest Novelty Musical Artists, In-

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Liberal Candidates

The following candidates for election to the House of Commons are in the field with the approval and endorsement of the Liberal party and the Liberal government:

Victoria—GEO. RILEY.
Nanaimo—RALPH SMITH.
Comox-Atlin—W. SLOAN.
Vancouver City—R.G. MACPHERSON.
Yale-Cariboo—DUNCAN ROSS.
Kootenay—W. A. GALLINER.
New Westminster—J. B. KENNEDY.

A PREPOSTEROUS ALTERNATIVE

The speech of T. W. Paterson, M. P., on the railway question, published in to-day's issue of the Times, will be found a masterpiece of critical analysis from the point of view of a practical railway constructor—of one whose life study and experience fittingly qualify him to intelligently and illuminatingly treat the subject. Of course no one seriously accepts the statements of the opposition leader that if called to office he would construct and operate the Grand Trunk Pacific Railway as a government work. That declaration is merely the last desperate appeal of a party leader driven to extremity by the urgings of the party behind him, excited to the point of recklessness in its lust of power.

When the man who bestows thoughtful attention on the question of the construction of a second transcontinental railway considers the terms upon which the first Canadian line was built and compares them with the terms of the second bargain, we are convinced his first sensation will be one of wonder that such a liberal bargain could be made. The exemptions secured by the C. P. R. alone were worth more to the company than the aid the Grand Trunk Pacific will receive. On large portions of the C. P. R. the property of the company is to be free from provincial and municipal taxation forever. This alone will be of more value in its cumulative effects than the guarantees of the government will be to the G. T. P. The monopoly clause, which practically created a rebellion in Manitoba, was abandoned in consideration of a government guarantee for fifty years of bonds to the amount of fifteen million dollars.

But the chief point of public concern is the development of the C. P. R. as a private corporation—the manifestations of enterprise which alone have contributed to the success of the line. The original mileage of the road was 2,500. To-day it is operating 11,000 miles, besides steamship lines on the great oceans, the great lakes and on the coasts of Atlantic and Pacific. It is also successfully carrying on telegraphic services, express services, hotels, farms, tourist resorts, salt wells, and it is constructing irrigation works in the Northwest. There is practically no limit to the ramifications of the enterprises and industries in which the C. P. R. is engaged and which are necessary to the success of the railway line. If the new transcontinental road were a government work would it launch forth into all sorts of ventures in order to insure financial returns and success? Or would it remain what the Intercolonial has always been—a mere straight line from one point to another?

If the transcontinental road be built by the Grand Trunk it must become a competitor with all other transcontinental railways. Its chief value to Canada, its main value to the people of southern British Columbia, will be dependent upon the degree of aggressiveness it displays in competition for the business on the Pacific Slope and on the Pacific Ocean. If Borden's plans were endorsed by the people and Borden's ideas were carried out by a Conservative government, we would have either a lifeless government road from one point to another, or an extension of the limited monopoly of the C. P. R. There has as yet been no definite pronouncement from the Conservative leader upon the point. He has said that running rights over the line might be reserved for the Grand Trunk. There is one matter, we are pleased to say, to which no "ifs" are applicable. The G. T. P. contract will be endorsed by the people, and the West will be put in communication with the great system of the Grand Trunk in Eastern Canada and the United States. A system will be established which will enter into active competition for the growing trade of the West, and which will be one of the principal factors in

the development of the latent resources of British Columbia. And it will be brought about without the imposition of any present burden or any future liability.

MORE HISTORY.

It will be remembered that at a critical stage in the political career of the Hon. Colonel Prior—just after he had resigned his seat in the federal Parliament in order to avoid disqualification for personal corruption—he became ambitious to break into provincial politics. The Colonel's reputation was somewhat overcast at that time, and it was necessary that some very appealing cry should be got up on his behalf. A representative of the Canadian Northern Railway was sent for and a "contract" was drawn up, which purported to call for the extension of that road through British Columbia. On this specially prepared instrument the Colonel took his stand and declared that if it were not all it was represented to be he would resign the position to which he hoped to be elected. In proof of good faith he wrote out his resignation and placed it in the hands of certain of his supporters, by whom it was to be handed to the proper authority in case of mishap. The "contract" lapsed, as did the chief party to it in after days. What has become of it no one knows. It served its purpose. It fooled a majority of the people of Victoria for the time. Colonel Prior admitted his part in the conspiracy when he afterwards told a member of the Legislature in a moment of candor, "Oh, we were merely pulling your leg!" Perhaps the candidate of the Conservative party thinks the people of Victoria have forgotten the circumstances which gave the opportunity for indulgence in that characteristic taunt. We do not think they have. Nor can the remembrance of it be waved aside after the lordly manner of a Tupper confessing that he has been successful in "tapping the Dominion treasury."

In case the Colonel should plead good faith in connection with that leg-pulling political bunco game, we note that he proposed to endow the Mackenzie & Mann concern with a bonus of \$4,500 per mile, with 20,000 acres of land per mile, and that the lands and all the property of the company were to be free from provincial, municipal and all forms of taxation, etc. Yet the Colonel opposes the construction of the Grand Trunk Pacific Railway, a work which will not cost the provincial treasury a cent nor the people an acre of land, and which is to be subject to all the usual forms of taxation. His organ was vehement in its support of the Mackenzie & Mann proposition; it too is hostile to the G. T. P., because it will fill the province with people and result in heavy calls upon the provincial treasury! The Colonel's scheme would doubtless have induced immigration too, while all the property made valuable by the presence of the immigrants was to be free from taxation. And the combination wonders why the people have turned their backs upon it and laughs its appeal to scorn!

Certainly the dredge belongs to the people, and is properly employed in doing the "work of the people. It is certain also, however, that Mr. Tarte, now the friend of the Tory party, refused to permit the dredge to do what he termed "municipal work." His first objections were overruled. The dredge did municipal work and saved the taxpayers at least eighty thousand dollars. If the dredging of the harbor was accomplished at the same time, that was merely an incidental matter, and does not alter the fact that a work which would have cost our citizens a very large sum was performed free of cost.

The Toronto Star says: "Sir Charles Tupper is war-horsing in Winnipeg. Sir Charles is up to his old form and foresees the usual number of solid phalanxes." And no doubt the head of the great family is eating his words like a tiger and proclaiming his belief in the salvation of Canada through government ownership of railways.

Mr. E. W. Thomson, the author of "Old Man Savarin" and other tales, the editor of the Youths' Companion, and one of the best known writers in Canada, will be surprised to learn that he was once known as "Jimmie Briggs" and is a professed Socialist. The Socialists are assisting the Populist-Tory party.

—The Fifth Regiment band returned at noon to-day from their long tour to St. Louis and other points. From a musical standpoint the band scored the most gratifying success all along the line, winning golden opinions from the critics.



Pearl Brooches

We have just put in stock a fresh lot of pearl brooches in solid 14 kt. gold. They are the newest patterns and are elegant and artistic in design.

The prices are very moderate, ranging from \$2.50 to \$20.00 each, thus placing them within the reach of all who desire a pretty and useful article at a reasonable figure.

C. E. Redfern, Gov.'t Street.

Very Choice Crab Apples - 4 cts. lb., \$1.75 per box
Ralston Pancake Flour - 15 cts. package
Peacock Self-Raising Buckwheat Flour - 35 cts. package
Very Choice Maple Syrup - 35 cts. jar

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QUALITY AND PRICE RIGHT.
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Try our new "CUTWELL" RAZOR. We warrant it. Shell Razor Straps that put on the very finest edge. Soaps, Brushes, etc., all of the best quality. If you want a good outfit, we can supply you at
Fox's Cutlery Store, 78 Government St.

and press in the different towns they played in. Last night they gave a splendid concert in Nanaimo and on Wednesday evening delighted the citizens of Vancouver. In the Victoria theatre this evening the band, strengthened in every way, will give a concert, and it is to be hoped that the citizens will turn out in large numbers. The News-Advertiser describes the concert in the Terminal City on Wednesday as "a tremendous success, and one of the very best ever given in the city."

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For Sale Everywhere.
Every Cigar Branded.
Don't take anything "just as good."
Avoid everything "better."
The Mainland and British Lion Cigars cost from \$5.00 to \$15.00 per thousand more than any other Ten Cent Cigar on the market.
Now are you "on"?

IT IS FASHION-ABLE!
Society leaders tell us that the use of perfume is coming into style again, and that during the coming season it will be used more than ever. The following list contains some of the newest and most popular odors:
Colgate's "Dactylis" in bulk, 75c.
Colgate's La France Rose, Jockey Club and Musk in bulk, 50c. oz.
Finaud's Carnation Pink in bulk, \$1.00 oz.
Guerlain's "Jockey" in bulk, \$1.00 oz.
Roger & Gallet's "Vera Violetta," Heliotrope and Lilac, \$1.00 oz.
Piver's "Trefle Incarnate" and "Rouge," \$1.00 oz.
Atkinson's White Rose, 75c. oz.
Many other kinds, too.
TERRY & MARETT
DRUGGISTS,
S. E. Cor. Fort and Douglas.

Now is the Time to Order a

Dress Suit**Hospital Ball**

OCT. 27

Our line of Venetians, Vicennas, Chevots, Broadcloths and Silk-Brocade Vesting is just the thing for evening wear.

COOPER & LINKLATERFINE TAILORS,
COR. FORT AND BROAD.**DAVID SPENCER, Limited**Western Canada's
Big Store.Government and Broad Sts.
Victoria.**The Last Large Assortment of Jackets Has Arrived**

The largest assortment of Coats to be seen in British Columbia. A number of new styles quite different to any that have come in before.

Hand Bags with Strap Handle, Crush Leather Bags, Peggy Bags.
New styles to-day. Centre aisle.

Inlaid Linoleums
The first time ever put on sale at 85c. square yard. (Second floor.)

Cage's 35c Writing Pads
48 sheets with 24 envelopes in a neat box. Bought at half price. Stationery department, 15c. each.

Writing Paper
Ruled and plain (note size). Regular, 10c. quire. Saturday, 5c. Envelopes, 10c. package. Saturday, 5c.

300 Pairs Men's Shoes Go on Sale Saturday, 7 p.m., at \$1.90 per Pair
Men's Box Calf Shoes with water-proof sole and leather lining. Value, \$3.00.
Men's Patent Leather Shoes. Value, \$4.00.
Men's Patent Leather Oxfords. Value, \$3.75.
Men's Vici Kid Shoes. Value, \$3.00.
Men's Box Calf Shoes. Value, \$3.00.
Broken lines of shoes and some of last season's, which we have decided to clear out. Saturday, 7 p.m., \$1.50 per pair.
See Government street window.

Women's Shoes
Enough for to-day's selling, \$2.50, \$3.00 and \$4.50 qualities. To-day, \$2.00.

Boys' Sweaters—A Bargain for Saturday
65c. and 75c. qualities. Saturday, 50c. Reds greens and navy.

Rainproof Overcoats for Men
It doesn't seem quite just to call these superbly shaped garments "Raincoats"—the name used so indiscriminately in connection with flimsy, ill-fitting coats, that it doesn't at all describe the smart, dressy overcoats which we are selling in such quantities this fall. We shall be glad to show you these new raincoats whether you have one to buy, or have just bought one elsewhere, we should like to have you know the difference between the usual clothing and Spencer's clothing—that means that the next time you have clothing to buy, you will give us the opportunity to show you what we have to offer. Smartly Tailored Raincoats, \$10, \$12.50, \$15 and \$18.75.

Chiffon Veils
Black, three yards long. Value, \$1.50. Saturday, 90c. each.

French Flannels for Blouses, etc.
The 50c. quality, Saturday, 25c. yard. Colors, pink, rose, green, navy, red and grey.

Toilet Soaps
Saturday, 5c. cake. Centre aisle. Vraie-Violette, glycerine 30 per cent.; Olive Castile, hyacinth.

Spencer's Castile Soap
60 per cent. Olive Oil, 25c. large bar.

Bows for the Hair and Neckwear
Made while you wait.

Ribbons
Made up in any style, no charge for making. Ribbon department.

Handkerchiefs
For Children, with fancy border, made of soft cotton, 2c. each.

Munday's Shoe Store

Below We Give a Few of the Many

SHOE BARGAINS

WE HAVE FOR SATURDAY.

Good Reliable Lines at Cut Prices

Ladies' Vici Kid Bals, French heel, patent or self tip, regular price, \$4.00 - Saturday price, \$2.50
Ladies' Fine Dongola Strap Slippers - Saturday price, \$1.25
Ladies' Patent Leather Bals, heavy soles, were \$4.50 and \$3.00 - Saturday price, \$1.50
Men's Box Calf Bals, leather lined, Goodyear welt, a good stylish winter shoe, regular \$4.50 - Saturday price, \$2.95
Boys' Strong School Boots, sizes 1-5 - Saturday price, \$1.25
Youths' Strong School Boots, sizes 11-13; Saturday price, \$1.00

Munday's Shoe Store,
Government Street.

Just Arrived—Freshly Made

Macaroni, Spaghetti, Vermicelli

in bulk and Packages

Also Quebec Eastern Townships

Buckwheat,

HONEY Finest ever offered in this city
Pint Jars... 17 1/2 cents

Mowat's Grocery,

77 YATES STREET.

FREE SILVERWARE WITH EVERY SALE.

ANOTHER HAPPY EVENT YESTERDAY

IT WAS CONDUCTED IN CHRIST CHURCH

Lieut. Hood, R. E., and Miss's Hele

Prior United in Wedlock—Very Pretty Ceremony.

In Christ Church cathedral yesterday afternoon the Ven. Archdeacon Selwyn united in marriage Hon. Francis Hood, R. E., son of Viscount and Lady Hood, "Mayfair," London, England, and Miss Helen Cardell Prior, eldest daughter of Lieut.-Col. E. G. Prior. The ceremony was performed at three o'clock, the edifice being beautifully decorated by Miss Keffer, Miss S. Pemberton and Mrs. Burton, the harvest adornment of ferns, chrysanthemums and dahlias, with white chrysanthemums, producing a very attractive effect. The ceremony was conducted beneath a bell of white chrysanthemums and smilax.

The bride entered the church leaning on the arm of her father to the strains of "Hail to the Bride," played by Mr. Pauline, the organist. The service was fully choral and was witnessed by a large gathering.

Lieut. Hattell H. Foll, R. A., acted as best man. The bride was attended by Miss Gladys Perry, Miss Jessie Prior and Miss Lucy Lettice. Mr. Basil Prior and brother officers of the groom in full dress uniform officiated as ushers.

The bride looked charming in a gown of sheersilk cloth over chiffon and silk, the skirt falling in soft folds with much shirring, tucks and ruchings; the bodice a mass of ruching and deep point applique lace with white Louisiana silk girdle, the sleeves being large puffs and finished at the elbows with lace and chiffon; the yoke also being of lace. The tulle veil, which had been worn by her mother and seven other happy brides, was held in place by the customary wreath of orange blossoms. Her only ornament, a handsome art nouveau necklace with pearl pendants, the gift of Mr. and Mrs. F. S. Barnard, and large shower bouquet of roses and smilax finished the charming costume.

Little Miss Jessie Prior and Miss Lucy Lettice wore frocks of accordion pleated silk with chion and bertha of eon lace, with large white hats and streamer of ribbon. Miss Gladys Perry wore an exquisite gown of yellow chiffon, the whole a mass of ruchings and lace with elbow sleeves; her large chapeau, also of yellow chiffon, edged with valencienne and roses shaded from the deepest amber to the palest yellow. They wore pretty pearl and turquoise pins, the gift of the groom, and carried on their arms large bunches of yellow chrysanthemums with streamers.

Upon leaving the church the bride couple passed beneath the crossed swords of the officers lining the middle aisle. At "The Priory" a reception was held, the bride and groom receiving the congratulations of their friends in the drawing room, which was artistically decorated with yellow daisies and chrysanthemums.

Refreshments were served in the dining room, which, like the drawing room, was very prettily decorated. On the lawn a large marquee was erected for the guard of honor, which consisted of non-commissioned officers and men of the 48th S. M. B. E. at Work Point.

The artistic decorative display in the house was due to the very successful labors of the Misses Loewen and Mrs. Robt. Dunsmuir.

Mrs. Prior wore black velvet, handsomely trimmed with lace, and black velvet hat, and was assisted by Mrs. Lampan, who looked very dainty in chocolate broadcloth with Arabian embroidery garters, large champagne-colored hat with foliage.

Lieut. and Mrs. Hood will spend their honeymoon in California, returning about November 3rd. They will make their home at Esquimalt. The bride's travelling dress was a dark blue "poodle" cloth with polka dot, trimmed with plain blue and gum metal buttons, with dainty beaver hat with wing and green medallions.

Among the presents were the following: Chafing dish, Gen. Sir Henry and Lady Geary, the Misses Geary; Doukton tea service, Mr. and Mrs. Peter Douglas; silver butter dish, Mr. and Mrs. Comby; silver salt cellar, Capt. and Mrs. Wright; silver salt cellar, Mrs. H. E. Oliver; oak and silver butter dish, Mrs. W. Burton; silver fish slice and fork, Mr. Butterfield; silver cutree dishes, Mr. Hattell Foll, R. A.;

cheque, Mrs. Dunsmuir; fish knives and forks, Lieut.-Col. and Mrs. Jones; silver gravy spoon, Mrs. and Miss Newling; belt, Mrs. Paxton; cheque, Mr. and Mrs. Bateman; Kay; tea cosy, Mr. and Mrs. Klock; tea spoons, Mr. and Mrs. F. Peters; oak table, Miss Pooley; sugar sifter, Miss Vernon; cut glass vases, Capt. Blandy, R. E.; carving set, Mr. and Mrs. Genge; china vase, Mr. and Mrs. R. Barkley; gold and turquoise hat pins, Miss Susie Pemberton; gold belt, Mr. F. D. Little; salt dish, Miss A. Harvey; cut glass and silver glasses, the Misses Harvey; silver spoons, Mr. and Mrs. E. Crow Baker; bronze inkstand, Mr. and Mrs. Day Hort Macdonald; berry spoons, Mr. and Mrs. Spratt; silver frame, Mr. and Mrs. Langworthy; lace tea cosy, Mrs. McElhinny; silver bon-bon dishes, Miss Violet Powell; silver and lace coffee jacket, Mrs. and Miss Keffer; jewel case, Lieut.-Col. and Mrs. G. V. Cuppage; hand embroidered handkerchief, Mr. Davidson; dollies and collar, Mrs. Macnaughton Jones; cut glass decanters, Dr. and Miss Davis; silver candlestick and silver salver, Officers and Honorary Members of R. A. and R. E. mess of the Work Point Barracks; silver pepper pots, Mrs. Blandy; Indian shawl, Miss Boswell; water color painting, Mrs. James Dunsmuir; cream jug, Mr. and Mrs. J. H. Senkler; silver dozen teaspoons, Mrs. and the Misses Plummer; hand-painted inserture, Mr. Walter Langley; silver sugar tongs, Mr. and Mrs. C. W. Rhodes; tea table, Mr. and Mrs. A. G. Langley; vase, Mr. and Mrs. Blackwood; pepper and salt, Mr. A. W. Vowels; vase, the Misses Tolmie; cut glass dish, Mr. and Mrs. R. W. Dunsmuir; travelling clock, Mr. and Mrs. G. H. Barnard; hand-some silver tea service and oak tray, presented by Non-Commissioned Officers and Men of the 48th S. M. Co., R. E.; silver cream jug and sugar basin, Capt. and Mrs. Parry; travelling clock, Sir Henry Joy de Louthalere; fruit dish, Mr. and Mrs. F. D. Little; silver and cut glass pepper pot, Miss Little; cut glass salts and mustard, Mrs. and Miss Holmes; vase, Messrs. Challoner & Mitchell; salts and mustard, Mr. Malcolm Search; silver salt cellars, Mr. and Mrs. H. P. Bell and Miss Bell; Doukton plate, Capt. and Mrs. Harry Pooley; cheque, Miss's father; cheque, H. K. Prior; cheque, Mrs. James Dunsmuir; spoons and forks (one dozen each), Miss Gladys Perry; brass tray and stand, Mr. and Mrs. C. E. Pooley; cut glass vases, Miss Macnaughton Jones; silver butter knife, the Misses Green; teak chair, Mr. Basil Prior; teacups and saucers, Miss Jessie Prior; house and table linen, Mrs. Prior; silver service, Mr. and Mrs. Kerr;

Are You in the Rush and Bustle?
While you join in the rush and bustle of this busy world, overtaxing our energies and making our systems, many of us are morally culpable of reckless disregard of health strength and fitness. Then, perhaps the health breaks down, and we seem doomed to long periods of pain and depression. Our whole life is darkened.

YET THERE IS A REMEDY AT HAND
Hundreds and thousands of ailing men and women have found that

BEECHAM'S PILLS

verily "make life worth living."
They Purify the Blood, set right the Disordered Stomach, arouse the Sluggish Liver, dislodge Sick Headaches, build up the Nervous System, and remove the dangers caused by overwork and brain worry.

The genuine worth and never-failing efficacy of

BEECHAM'S PILLS

have been fully proved during a period of nearly sixty years, and they are recognized as the

Best Safeguard Against Bilious and Nervous Attacks.

The most satisfactory evidence of the universal esteem in which BEECHAM'S PILLS are held is found in the fact that the

Sales Each Year Increase

Prepared only by Thomas Beecham, St. Helens, England.
Sold everywhere in Canada and U. S. American. In boxes, 25 cents.

silver paper knife, Mr. and Mrs. Powell; water color painting, Mr. and Mrs. Bullen; Crown Derby plate, Mr. and Mrs. Bulken; clock, Mr. H. Davey; Chinese cocoa set, Messrs. V. and C. Slangers; amethyst heart, Miss M. Langley; silver dish, Mr. Geo. Langley; cushion, Miss Gertrude Loewen; pokerwork tray, Mrs. Loewen; silver service, Mr. and Mrs. Charles Vernon; lace dollies, the Misses McElhinny.

DIED FOR HIS SWEETHEART.

Draughtsman Saved Young Lady's Life but Lost His Own.

McKeepore, Pa., Oct. 20.—James L. Curley, aged 21, a draughtsman at the Erie Pittsburg works of the Westinghouse Electric Co., at a late hour last night gave up his life to save his sweetheart. Curley and a companion named Myers were escorting Misses Walters and Kesler to their homes, and while crossing the Baltimore and Ohio tracks at Eleventh street, a switch engine suddenly bore down upon them. Curley gave the alarm in time for Myers and Kesler to reach safety, but he and Miss Walters were a step or two behind the first couple, and Curley seized Miss Walters and threw her bodily clear of the track. Before he could recover his balance the engine cut him to pieces.

Sir Robert Hart, Inspector-general of Chinese Imperial customs, has received from the Emperor of Japan the honor of "the Rising Sun" and Curley's name in the Empire, in connection with his work in the treaty between Japan and the United States.

If you enquire from any grocer the merits of

COWAN'S Cocoa and Chocolate

He will tell you that there is nothing superior Nothing as good.

The Cowan Co., Ltd.,
TORONTO

NOTICE TENDERS

Sealed and endorsed "Tenders for Debentures" will be received at the office of the undersigned until Monday, the 28th day of November, 1904, at 4 p. m., for the purchase in whole or in part of Local Improvement Debentures of the Corporation of the City of Victoria, as follows:

1. Debentures amounting to \$12,497.20, issued under authority of the "Yates Street, Local Improvement By-Law," dated May, 1904, maturing on the 1st day of June, 1914, and secured upon the credit of the real property immediately benefited by the work of local improvement, and \$5,128.00 upon the credit of the whole municipality.
2. Debentures amounting to \$12,528.37, issued under authority of the "Yates Street, (Upper Part) Local Improvement By-Law," dated the 19th day of June, 1904, maturing on the 1st day of June, 1914, and secured upon the credit of the whole municipality.
3. Debentures amounting to \$16,762.54, dated the 15th day of September, 1904, maturing 15th day of September, 1914, and secured upon the credit of the whole municipality.

The denomination of the debentures (with the exception of remainder) is \$500.00; interest payable at the rate of five per cent. per annum, payable half yearly at the office of the City Treasurer, Victoria. The tenderer must state the net price at which he will pay, in addition to the net price the purchaser will have to pay the Corporation the interest on the said debentures, for the period between the date of issue of each set of debentures, as above mentioned, and the date of receipt of the purchase money therefor by the City Treasurer.

The Corporation does not bind itself to accept any tender.

WELLINGTON J. BOWLER,
City Clerk's Office,
Victoria, B. C., October 18th, 1904.

To Contractors

THE C.P.R. HOTEL AT VICTORIA, B. C.

TENDERS

Are invited by the Canadian Pacific Railway Co. for the erection of a seven-story Stone and Brick Hotel at Victoria, B. C. Plans and specifications may be seen at the office of the Chief Engineer of the Company at Montreal and at Vancouver, also at the offices of F. M. Rattenbury, architect, Victoria, B. C.

Tenders must be accompanied by a marked cheque equal to 5 per cent. of the amount of tender; this cheque to be forfeited in case any contractor fails to enter into a contract, and furnish bonds in accordance with the plans and specifications, if called upon to do so; but will be returned to all contractors as soon as the contract is signed.

Tenders to be made out in duplicate upon the printed forms provided by the Company and addressed on or before December 29th, 1904, to Geo. H. Webster, Division Engineer, Vancouver.

The Company reserves the right to reject any or all of the tenders.

Notice to Contractors

Tenders are invited by the Canadian Pacific Railway Company for the erection of offices adjoining the new wharf in the City of Victoria. Plans and specifications may be seen at the office of Mr. F. M. Rattenbury, architect, Victoria, B. C., and at the office of the Division Engineer of the Canadian Pacific Railway Company, Vancouver.

The Company reserves the right to reject any or all of the tenders, which are to be addressed to Mr. Geo. H. Webster, Division Engineer, Vancouver.

Tenders must be made out in duplicate upon the printed forms provided by the Company and addressed on or before December 29th, 1904, to Geo. H. Webster, Division Engineer, Vancouver.


The Company reserves the right to reject any or all of the tenders.

Bulbs! Bulbs!

Now is the time for all planting. We have for sale, cheap, a large quantity of choice bulbs of all varieties.

"ALL AND SEND THEM."

Royal Nursery, 207 Fort St.
Callow & Johnston, props.



How to Judge Beer PURITY

Impossible to find it in most bottled beers, because their preservation is gained through chemical adulteration.


Bottled beers, as well as food products, are often adulterated with chemical preservatives, etc., which for awhile keep them from souring, but are injurious to the stomach. A. B. C. BEER is guaranteed to be absolutely pure and free from any adulterant whatever. It is never exposed to the air (which is germ-laden) but is brewed, fermented and aged for eight months in air-tight compartments, then piped in tin-lined pipes direct to the air-tight bottling machines, where it is bottled, sealed, pasteurized and packed for shipment.

A. B. C.

The only beer bottled exclusively at the Brewery, therefore the only bottled beer that can be absolutely guaranteed.

The American Brewing Co., St. Louis, U. S. A.

TURNER, BEETON & CO., Wholesale Dealers.



Plumbing and Sewer Connections

If you want a first-class job of

Sanitary Plumbing and Sewerage

Which will do credit to your home, call on the undersigned for a tender.

A. SHERET,

TEL. 629. 102 FORT ST.

E. B. EDDY'S

Latest Improved Indurated Fibre Ware

Tubs, Pails, Etc.

For Sale By All First Class Dealers

Give it a trial and you'll never go back to the old wooden ware.

INSIST ON GETTING EDDY'S

James Mitchell, Agent for B. C.

For Lumber, Sash, Doors,

And All Kinds of Building Material Go to

THE TAYLOR MILL CO., LIMITED LIABILITY.

MILL OFFICE AND YARDS, NORTH GOVERNMENT ST., VICTORIA, B. C.
P. O. BOX 628. TEL. 564.

Painless Dentistry

Dentistry in all its branches as fine as can be done in the world, and absolutely free from the SLIGHTEST PAIN. Extracting, filling, fitting of crowns and bridges without pain or discomfort.

Examine work done at the West Dental Parlors and compare with any you have ever seen and then judge for yourself.

Painless, Artistic and Reliable

Are the Watchwords of Our Office.

Consultation and your teeth cleaned free. Full set, \$7.50; silver fillings, \$1.00 up; gold fillings, \$2.00 up; gold crowns, \$5.00. In fact, all operations as reasonable as our watchwords can make them.

Remember the address:

Sign Painting

J. SEARS.

Dance 2742. 91-93 Yates St.

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Mechanical Engineer and Patent Attorney,
Room 2, Fairfield Block, Granville Street
(Near Post Office).

The West Dental Parlors,

THE IMPERIAL BANK CHAMBERS,
Corner Yates and Government Streets,
(Entrance on Yates St.)
Office hours, 8 a. m. to 6 p. m.; evenings, from 7 to 9.30.

Kingham & Co.

VICTORIA AGENTS FOR THE WESTERN FUEL CO., NANAIMO, B. C.

NEW WELLINGTON COAL

Lump or Sack \$6.50 per ton
Delivered to any part within the city limits.

OFFICE, 54 BROAD ST.
TELEPHONE 667.

NOTICE.

All persons having clothing at the Tailoring and Dyeing Establishment of the late T. W. Pierre will kindly claim it inside of 30 days.

MRS. T. W. PIERRE.

ESQUIMALT AND NANAIMO RY.

TIME TABLE NO. 58.

Taking Effect Wednesday, Oct. 26th.

Northbound.	Southbound Northbound.	Sat. Sun. Southbound.
Leave.	Arrive.	Leave.
A. M.	P. M.	P. M.
Victoria	12.00	Victoria
Shawnigan Lake	10.40	Shawnigan Lake
Duncan	11.00	Duncan
Ladysmith	11.17	Ladysmith
Nanaimo	12.40	Nanaimo
At Wellington	12.53	At Wellington

Via Westholme. Stage leaves daily except Sundays, connecting with north and south-bound trains. Double stage service Wednesdays and Saturdays, connecting with morning and afternoon trains. Fare from Victoria: Single, \$2.40; Return, \$3.60.

THROUGH TICKETS VICTORIA TO ALBERNI.

Stage leaves Nanaimo Tuesdays and Fridays on arrival of train from Victoria. Fare from Victoria: Single, \$5.20; Return, \$8.65.

Excursion rates in effect to all points good Saturday and Sunday, returning not later than Monday.

GEO. L. COURTNEY,
Traffic Manager.

CANADIAN PACIFIC

TAKE THE

Princess Victoria

For Vancouver daily at 1 a. m., connecting with

TRANSCONTINENTAL EXPRESS

Leaving Vancouver daily at 3 p. m.

Cheap Rates—St. Louis and Return

Tickets on sale Oct. 27th, 28th and 29th.

B. C. Coast Service

When going to Seattle be sure and take the new and commodious steamer

Princess Beatrice

(Finest Steamer on the Sound.)
Leaves Victoria daily except Sunday at 11 p. m.
Leaves Seattle daily except Monday at 9.30 a. m.
Regular sailings to West Coast, Northern B. C., Skegway, China, Japan and Australian ports.
Full particulars at 86 GOVERNMENT ST., OR WHARF OFFICE.

THE WHITE PASS AND YUKON ROUTE

Will start operating its special line of stages on the trail from White Horse immediately after the close of navigation. This special service enables passengers to reach Dawson at all seasons of the year. Via Dawson is the only practical way to reach the Tanana, winter or summer. For particulars apply to the General Freight and Passenger Agent, Vancouver, B. C.

FOR San Francisco.

LEAVE VICTORIA, 7.30 P. M.

Queen, Oct. 15, 20, Nov. 14, 29.
City of Puebla, Oct. 20, Nov. 4, 19.
Unstoppable, Oct. 25, Nov. 8, 24.
Steamer leaves every fifth day thereafter. Excursions around the Sound every five days by steamers Queen, Puebla and Unstoppable.

VICTORIA TERMINAL RAILWAY

IMPROVED SERVICE

TIME TABLE IN EFFECT JULY 17th, 1904.

Northbound.	Daily.	Sat. & Sun.	Ex. Sat.
Leave.	Only.	Arrive.	Leave.
A. M.	P. M.	A. M.	P. M.
Victoria	7.00 a. m.	2.00 p. m.	4.45 p. m.
Sidney	8.00 a. m.	3.00 p. m.	6.45 p. m.
Port Guelph	11.30 a. m.	12.15 p. m.	
Cloverdale	12.15 p. m.		
N. Westminster	1.45 p. m.		
Vancouver Ar.	2.45 p. m.		

Southbound.

Daily.	Daily.
Arrive.	Leave.
A. M.	P. M.
Victoria	7.20 p. m.
Sidney	6.30 p. m.
Port Guelph	5.30 p. m.
Cloverdale	2.12 p. m.
New Westminster	1.00 p. m.
Vancouver Lv.	12 noon.

Week end excursions to Vancouver and Westminister, two dollars for round trip. K. J. BURNS, L. C. NEWLANDS, 75 Government St., Market Station.

OCEAN STEAMSHIP CO., LTD.

—AND—
China Mutual Steam Navigation Co. (Limited).

Joint Service From

Antwerp, London, Glasgow and Liverpool

—TO—
Victoria, Vancouver, Seattle and Tacoma

Steamers leave Birkenhead on or about Nov. 12th, Dec. 10th, Jan. 7th, Feb. 4th, and every 28 days thereafter.

For further information apply to DODWELL & CO., LTD., Agents, Victoria, B. C.

Telephone 580.

"The Sign of the Best."

GREAT NORTHERN RAILWAY

Passengers leave Victoria daily (except Sunday) at 8 p. m. or 11 p. m.

Connecting at Seattle with

2 Eastbound Trains Daily 2

First-class and tourist sleepers on both trains. And our out-of-door pay only for what you order, nothing more.

Sleeping car reservations made and berth tickets issued here before you leave, thus saving all bother and annoyance. Through tickets to all points.

For reservations, rates, folders and all information apply to

S. G. YERKES, K. J. BURNS,
G. W. P. A., Telephone 900,
Seattle, Wash. 75 Government St., Victoria, B. C.

3-TRANSCONTINENTAL-3

TRAINS DAILY

If You Are Going to the

St. Louis Exposition

Take the NORTHERN PACIFIC RY., either via St. Paul or Billings. New Tourist Cars on all trains. Fine connections made from Victoria by night or morning boats. Only time having through service to St. Louis without change of cars. Tickets on sale October 26th, 4th, 6th, 27th, 28th and 29th.

Fare to St. Louis and Return, \$67.60

Good for three months, returning any time; also cheap round trip rates to all points East, on account of the Fair. Parties going via St. Paul to St. Louis should not miss a trip on the famous "North Coast Limited."

Steamship tickets on sale to all European points. Very low rates now in effect. They will not last. Cabin accommodation reserved by wire.

For further information call or phone (No. 456) the office.

A. D. CHARLTON, C. E. LANG,
A. G. F. A., N. P. General Agent, Portland, Ore. Victoria, B. C.

GRAND TRUNK RAILWAY SYSTEM

EXCELLENT Train Service

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CHICAGO, LONDON, HAMILTON, TORONTO, MONTREAL, QUEBEC, PORTLAND, BOSTON,

And the Principal Business Centers of Ontario, Quebec, and the Maritime Provinces.

ALSO TO BUFFALO, NEW YORK AND PHILADELPHIA, VIA NIAGARA FALLS.

For Time Tables, etc., address

GEO. W. VAUX,
Assistant General Passenger and Ticket Agent,
126 ADAMS ST., CHICAGO, ILL.

OCEANIC

FOR Hawaii, Samoa, New Zealand and Australia.

S.S. MARITIMA, for Tahiti, Oct. 20.
S.S. VENTURA, for Auckland, Sydney, 2 p. m. Thursday, October 20.
S.S. ALAMEDA, calls for Honolulu, Saturday, October 22, 11 a. m.
J. D. SPRECKELS & BROS., CO., Agents, San Francisco.
R. F. RHEEY & CO., LTD., Victoria.

Are You Going East?

Then be sure your tickets read via the

North-Western Line

The only line now making UNION DEPOT connections at ST. PAUL and MINNEAPOLIS with the through trains from the Pacific Coast.

THE SHORTEST LINE, THE FINEST TRAINS, THE LOWEST RATES, THE FASTEST TIME.

Between MINNEAPOLIS, ST. PAUL, CHICAGO, OMAHA, KANSAS CITY, AND ALL POINTS EAST.

For complete information, ask your local agent, or write

F. W. PARKER,
General Agent,
311 Taylor Way, Seattle.

Party Record and Party Policy

Sir Wilfrid Laurier at Guelph.

Gentlemen, I can claim this for the government of which I am the head, that we have given on the whole an honest government. I do not claim, I do not pretend, that we have been free from faults. I do not pretend that we have never made any mistakes. I do not pretend that in matters departmental we have not sometimes been led astray; but again I repeat, taking it all in all, in the large measures, in the upper realm of politics, we have given you clean and honest administration. True, complaints have always been made by those who were in opposition. The old and famous words of my friend, Joe Rynal, are ever true. He said once in his hearing in the House of Commons—his words have become famous all over Canada—"There never was a she bear deprived of her cubs who was half as ferocious as the Tory party deprived of office." (Laughter and cheers.) He knew the Tories well; he said that in my presence, and in saying it he spoke in defence of a man who needed no defence, who was recklessly accused.

The Policy of Slander.

Once upon a time there was in the public life of Canada a man of sterling integrity, whose name is dear to every Canadian to-day, and his name was Alexander Mackenzie. (Cheers.) If ever there was in any part of the British Empire, a man who was true, a man who was honest as gold, he was Alexander Mackenzie. (Cheers.) He is no longer now with us. He has been sleeping in his honored grave for fourteen years. His name is immortal and will live as long as there beats a Canadian heart. (Cheers.) But, sir, would you believe it, such a man as Alexander Mackenzie, such a man as this, sterling as the sterling of all men, was subject to the slanders of his opponents. Who does not remember the manner in which it was carried on? Upon every hustings you heard the words "steel rails." In every election, in every Tory paper, you had double-edged articles upon steel rails. The younger men do not remember, and perhaps do not imagine, what it was. It seemed the accusation that upon a certain transaction he had bought rails at the market price in order to benefit one of his relatives, and the insinuation was made that he had profited on the transaction. Sir, I need not tell you this accusation was a slander. Why, the very father of lies would not have dared to bring such an accusation against Mr. Mackenzie. But what the father of lies would not do the Tory party did not hesitate to do. They brought the accusation. (Applause.) They brought the accusation and long maintained it against that honorable man. But while, as I have said, Mr. Mackenzie was a sterling man, in his grave for fourteen years, his name is immortal. He at last had scanty justice done him by those who accused him while living. That has been the case with more than Mr. Mackenzie, and I venture to say that other men than Mr. Mackenzie shall have scanty justice done to them some day or other.

The British Preference.

It would be beneficial if we had a preference from Great Britain, as we have given a preference to Great Britain. Undoubtedly it would, and I may tell you, my fellow-countrymen, that the government of Canada, as it is constituted to-day, is ready and has declared its readiness to go on and extend the British preference as soon as the British people are ready to give us a corresponding preference. (Cheers.) When we were in England two years ago, for the coronation of His Majesty the King, my friend Mr. Paterson, the Minister of Customs; my friend Mr. Fielding, Minister of Finance; Mr. William Mulock and Sir Frederick Borden, when attending the conference of the Premiers there, we declared we would be ready, whenever the British people were ready to give us a preference upon goods which they might now or hereafter levy duties upon, we would be prepared to give before the Canadian people and ask them for greater concessions to the British public. (Cheers.) We declared that two years ago. Our offer of a preference is there ready to be accepted, but the answer is no longer in our hands; but it is in the hands of the English people, and it is for them to speak now, when we have declared, more than once, that we are ready to make with Great Britain a treaty of commerce whereby we would sit down to formulate the articles upon which we can give them a preference and the articles upon which they can give us a preference. (Cheers.) The matter is not very difficult, but with good-will on both sides and of determination to give and take, a common ground of understanding

can be reached and a plan adopted which will give us the boon of mutual preference trade between Canada and Great Britain. (Cheers.)

A Significant Phrase.

Such is the policy, as I have told you; but before I go farther, let me draw attention to the words I have just used: "We are ready to make a treaty of commerce with Great Britain." These words are very significant. They mean, in plain English, that we are ready to make a treaty of commerce with a colony, and with that liberality and generosity which has always been extended to us by Great Britain.

The Opposition Attitude.

Now, gentlemen, before I go farther, there is a question for us to determine and examine. What is the attitude of the opposition? What is their proposition in regard to this most important matter of preference? Sir, the policy of the opposition upon this question is fugitive, evanescent, and varying with time, circumstance, and place—chiefly place. (Laughter and cheers.) It is a policy of longitudes and latitudes, and upon the floor of Parliament, where such questions ought to be debated and settled, you have heard the opposition snarl; you have never heard them approve or disapprove. In the province of Ontario you hear nothing but commendation of the policy. I am sure there is no man in the province of Ontario who does not approve of it. I beg your pardon, I made a mistake. There is one man. There is Mr. Tandy, the Conservative candidate for West Peterboro, and he is the only man that I have heard of who has said a word against a British preference. But go to my fellow-countrymen there, and you will hear the principal lieutenant of Mr. Tandy, Mr. Casgrain, saying to the people that the greatest mistake that was made by the Liberal party was the granting of a preference to Great Britain. How was it a mistake? Was it a mistake from an economic point of view? No reasons are given. But gentlemen, this is what I charge against the Conservative party: they are not a national party; they are above all things a sectional party. (Applause.)

Appeal to Young Men.

I heard a moment ago the voice of my young friends in the gallery. Let me appeal to them, the hope of this young and rising country. Let me ask them under all circumstances to have the courage to never listen to, and above all things, to never believe in, the voice of the man who has a story for one part of the country and a different story for another part. No, Canada cannot be built except we build it upon the ground of our common nationality. (Applause.) We are not all one in origin, we are not all one in aspiration, and heaven knows that on the soil of this country of Canada there is room enough for all creeds and all nationalities to form one nation. (Loud applause.) Well, gentlemen, what can we say of the party who blow hot and cold according to the circumstances? What can you say to the party which has one story for one part of the country and another story for another part of the country? No, there is only one thing for us all, it is Canada—Canada first, Canada last, and Canada for ever. (Loud applause.) Not a divided Canada, not a Canada separated by frontiers and provincial jealousies, but through all the provinces there is the broad soil of the Dominion, extending from ocean to ocean, and my country and your country is the soil of America which is covered by the shadow of the British flag. (Loud applause.) And to you, my young friends, especially, I would recommend that you disavow these sectional prejudices. Be true to your origin, and be proud of it. I am proud of my own, but above all things do not look only upon the past; have your eyes especially upon the future. These are the sentiments upon which I appeal to you. Upon this question of the preference, wherever I am, I have no other story to tell. I have contributed to the preference, I have done my share to defend it in the province of Quebec, to defend it in the province of Ontario, and to defend it all over the soil of Canada.

ENTERTAINED BY THE KING.

His Majesty Proposed Health of President Roosevelt, the Navy and Officers.

London, Oct. 20.—King Edward to-day entertained at luncheon at Buckingham Palace the officers of the American warships now at Greenend, the guests including Rear-Admiral Jewell, commanding the European squadron of the north Atlantic fleet; Capt. Colby, of cruiser Olympia; Lieut. Watts, of the cruiser Amphibol; and the staff of Admiral Jewell; Ambassador Choate, Secretary White and Capt. Stockton, the naval attaché of the American embassy. Admiral Lord Walter Kerr, first sea lord of the admiralty; Capt. Prince Louis of Battenberg, director of naval intelligence, and Sir Thomas Lipton were included in the luncheon.

"The American navy, may its glory never grow less," were the words, in which King Edward toasted his naval guests at the luncheon. Ambassador Choate was on the King's right and Admiral Jewell on his left. His Majesty, as usual with American guests, demanded their latest stories and chatted most informally until near the end of the luncheon, when he rose and proposed the health of President Roosevelt, the American navy and the officers of the visiting squadron. No formal reply was made, but Admiral Jewell told King Edward how much he appreciated the compliment.

The King chatted with each member of the party, showed them the palace pictures and ended the most cordial informal party by saying how he was always pleased to see American war vessels in England.

There have been 755 cases of plague reported throughout Egypt, since January 20th. Of these 448 resulted in death.

PASSENGER FROM HANKOW

Who Arrived Wednesday Evening on the American Schooner J. H. Lunsman.

With the prospect of meeting his fiancée and of shortly being wedded, J. T. Child, of Hankow, arrived here on the schooner J. H. Lunsman Wednesday evening. For many years Mr. Child occupied the important position of United States vice-consul in the Chinese city.

He has been twelve years over there and has sent many reports back to Washington bearing on important subjects. He states that Hankow has become one of the biggest cities on the Chinese coast. It has even exceeded Shanghai, the great distributing centre to the North. Its export trade of tea and rice is immense. Up to the present war between Russia and Japan the latter country imported largely from Hankow, but trade now is conducted through different channels. Nearly all the tea tasters are Britishers and the tea handled by English firms for the Russian companies. It is pressed and dried in varying sized blocks, the largest being of the inferior quality. The tea season starts about the first of May and ends in August.

Hankow is the terminus of the Hankow-Peking railway, a system which will extend over a distance of 1,000 miles. The road would have been completed a couple of years ago, says Mr. Child, but for the difficulty encountered in the building of a bridge over the Yellow river. Owing to the presence of quicksands and to the fact that the foundations for the bridge could not be secured for long. Now this trouble has been overcome and the bridge for which the Lunsman carried a cargo of lumber from Portland is in course of erection. It will be four miles long and will represent one of the greatest engineering feats in the world. The line is already largely patronized by the Chinese, and it is expected that it will prove a complete success. French and Belgian capital is building it.

Another railway building into Hankow is the Hankow & Canton line, which passes through about 800 miles of rich country. Both lines will add greatly to the importance of Hankow and will go far in making her one of the coming cities of the Far East.

Mr. Child was a former newspaper writer. His father started the Richmond Conservator in Richmond. At one time Mr. Child, sr., was also minister of Banks, N. B. During that time he wrote "In the Palace of Banks," an interesting work descriptive of the place and people.

WORLD'S FAIR RATES EXTENDED.

Through the efforts of the GREAT NORTHERN RAILWAY, World's Fair excursion tickets will be sold on October 27th, 28th and 29th, in addition to October 27th, 28th and 29th. For full information apply to any Great Northern agent.

SENTENCE POSTPONED.

Weinselmer Found Guilty of Extortion—Council Will Appeal.

New York, Oct. 18.—The jury in the case of Philip Weinselmer, former president of the Building Trades' Alliance, on trial for extortion, returned a verdict of guilty shortly before midnight to-night. He was at once remanded to the Tombs until October 28th, when sentence will be pronounced.

Weinselmer has been on trial for more than a week in the court of special sessions. He was charged by George J. Reel, a master plumber, with extorting \$2,700 from him under a threat not to permit work to continue on the Chatworth apartment house here unless the money was paid. His counsel said that he would at once appeal the case, on the ground that the verdict was contrary to the evidence.

Gerahon Marx, the aged farmer who has been at trial at New London, Conn., for several days, charged with the killing of Pavol Rodeski, a farm hand, in his employ, last spring, on Thursday was found guilty of murder in the first degree. The jury's vote for the extreme penalty was unanimous.

This Shortland was invented by practical reporters. It is reliable, thorough, and may be read like print. The first three lessons enable you to make private notes and the ninth lesson to correspondence. It takes but 10 minutes for a lesson, then take home to study. Pupils can stop all day if they want to get on. Shortland lessons by MAIL are quite easy.

Mrs. L. C. Glover, Vice-President Milwaukee, Wis., Business Woman's Association, is another one of the million women who have been restored to health by using Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I was married for several years and no children blessed my home. The doctor said I had a complication of female troubles and I could not have any children unless I could be cured. He tried to cure me, but after experimenting for several months, my husband became disgusted, and one night when we noticed the testimonial of a woman who had been cured of similar troubles through the use of Lydia E. Pinkham's Vegetable Compound, he went out and bought a bottle for me. I used your medicine for three and one-half months, improving steadily in health, and in twenty-two months a child came. I cannot fully express the joy and thankfulness that is in my heart. Our home is a different place now, as we have something to live for, and all the credit is due to Lydia E. Pinkham's Vegetable Compound. Yours very sincerely, Mrs. L. C. Glover, 314 Green St., Milwaukee, Wis." Vice-President, Milwaukee Business Woman's Association.

Perfect if original of above letter proving genuine—none can be produced.

"Seal Brand" Coffee

is the choicest blend, put up by the world's largest coffee distributors. If you have never tasted this rich, aromatic coffee, the first cup will be a revelation.

In 1 and 2 pound tins.

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C. A. HARRISON, PROP. NEW MANAGEMENT
European and American plans. Service and appointments first class.
Rates reasonable. The only first-class hotel in Victoria.

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The Only Seaside Resort in the City.
Cars Stop at the Door. Boats to Hire for Fishing at the Hotel.
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First-Class Commercial Hotel...
Central location on corner Douglas and View Streets. Rates \$2.00 and \$2.50. Fine sample rooms in connection.

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CENTURY SHORT
All Day—Private Tuition.
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This machine rules lines, and writes in any color. Has pretty type; is strong; the work is at sight, and it has a thousand charms. Please come in and see it, or send 2 cents for a pamphlet.
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TYPEWRITING is taught at the Studios and by MAIL. We furnish lesson sheets to teach you the correct fingering. Write, saying the machine you have, or if you wish us to supply a new or second-hand one.
Booklet and Terms Free on Application.
VICTORIA—Over Imperial Bank.
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Stage daily (except Sunday) to Cowichan Lake.

Corporation of the City of Victoria

Tenders for Lead Pipe and Brass Goods

Separate tenders will be received up to 3 p. m. on Monday, the 31st day of October, 1904, for the following:

1. LEAD PIPE.
2. BRASS GOODS.

Specifications for each of which can be obtained at the office of the undersigned, where also samples can be seen.

Tenders must be sealed and addressed to W. W. Northcott, Purchasing Agent, and endorsed "Tenders for Lead Pipe, etc." The lowest or any tender not necessarily accepted.

WM. W. NORTHCOTT,
Purchasing Agent,
City Hall, Victoria, B. C., 14th Sept., 1904.

NOT RESPONSIBLE

BR. BARQUE
Crown of Germany
DAVIDSON, Master,
FROM SHANGHAI.

Neither the master nor the undersigned will be responsible for any debts contracted by the crew of the above vessel without their written authority.

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CE.

Under and by virtue of the powers contained in four several Indentures of Mortgage, which will be produced at the time of sale, there will be offered for public auction, by A. M. Beattie, Licensed Auctioneer, at his Auction Rooms, No. 107 Cordova Street, in the City of Victoria, British Columbia, on Friday, the 18th day of November, A. D., 1904, at the hour of 11 o'clock in the forenoon, the following property:

(a) Lots 31, 32, 33 and 34, in Block 4, and Lots 4, 5, 6, 7, 8, 9, 10 and 11 in Block 14, all in District Lot 140, Group 1, N. W. D., according to plan No. 229, on which there is situated the English Bay Cannery, consisting of main cannery, 4 story, 100x100 feet; gut shop; filling room; charcoal house; wharf, 40x90 feet; wharf, 15x90 feet; a 60 net rack; store house; office; 2 mess houses; 2 Indian houses; boiler and engine rooms; cannery fitted with shafts, belts, pulleys, and all other connections, with the various canning machines, in good condition and in working order, among which is to be found 3 iron steam pumps, 4 iron retorts fitted with thermometer, gauges, and all other necessary machinery, 2 Letson & Burpee chain solder machines, 2 wheel crimpers, 2 Letson & Burpee can crushers, with attachments, 2 washing machines, with attachments, 3 sets screw presses, fish knives, elevator complete, multiplying iron which, acetylene gas generator complete, platform scales, 32 cooler scales, 34 cooler trucks, 42 retort trucks, iron tank, 3 testing kettles, 400 coolers, 120 trays, 31 cooler river, 31 boats with sails and oars, 1 skiff, 3 scows, and a quantity of tools and other machinery to completely equip a cannery, together with a blacksmith's shop complete.

(b) That part of Section 4, Block 3 North, Range 7 West, in the District of New Westminster, Province of British Columbia, more particularly described as follows: Commencing at the southeast corner of said Section 4 and of Sections 3, 9 and 10 adjoining, thence north five degrees 18 minutes 30 seconds to the corner of said Section 4 and of Sections 3, 9 and 10, a distance of 642 feet 2 1/2 inches, thence south 200 feet 10 inches to a point on the said boundary line of said Section 4, 600 feet from the said southeast corner of said Section 4, thence along the said south boundary line of said Section 4, the point of commencement, containing 3 acres more or less, on which is situated a number of Indian cabins used in connection with the Scottish-Canadian Cannery.

(c) Lots 1 and 2, in Block 16, in that part of the Township of Stevenson lying and being in Section 3, Range 7 West, Block 3 North, in the District of New Westminster, Province of British Columbia, situated in the southwest corner of that portion of said Block 16 lying and being in said Section 3, thence in an easterly direction along the northern boundary line of said Block 16 to the place of beginning 20 feet distant.

(d) Lots 24, 25, 26, 27 and 28, in Block 1, Lots 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 86

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Owing to our having rented to the FEDERAL GOVERNMENT for election purposes our SALEROOM, KNOWN AS THE OLD CHURCH, corner of Broad street and Pandora street, WE MUST dispose of every article on the premises at our regular sale.

2 p. m., Tuesday, Oct. 25

This sale will comprise a large quantity of

DESIRABLE FURNITURE AND EFFECTS

Which must be sold without reserve. ALSO 100 ACRES OF LAND. Situate at Beecher Bay, Sooke District. Section 87, very desirable location, easily drained. Lot of older bottom and good timber. (Title Crown Grant; half mile from bay; fronts on main road. Terms cash. Phone B708.

PRELIMINARY

Under instructions from
CAPT. JACQUOT

I will sell without reserve on his premises,

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The Whole of His Valuable

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See posters for particulars.

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Every pair fitted and guaranteed.

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Sole agents Fownes' English Gloves.

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18 doz. English and French Black Dress Kid Gloves, sizes 5 1/2 to 6; regular \$1.25. To clear at... 75c.

SIXTY THOUSAND DAMAGES.

Winnipeg, Oct. 21.—The business section of Pembina, N.D., just across the border, was almost wiped out by fire yesterday. The loss is sixty thousand. The insurance is light.

WORLD'S FAIR RATES EXTENDED.

Through the efforts of the GREAT NORTHERN RAILWAY, World's Fair excursion tickets will be sold on October 27th, 28th and 29th, in addition to October 3rd, 4th and 5th. For full information apply to any Great Northern agent.



ASSURANCE FROM CHARLES M. HAYS

(Continued from page 3.)

try between Lake Nipissing and Vancouver. As you all know, when Vancouver was started, it was a city started by poor men. There was really no one in Vancouver for several years who had any money to go into any enterprise. It was a mere case of getting along the best way they could, but we are glad to know that Vancouver has gone ahead, and has developed into a big city, and that these men are doing well and are on their feet, and you will find that when the terminus of this Grand Trunk Pacific is established and fixed at the Pacific end, men from all over the United States and Canada—not poor men, but men who have abundant capital—will flock to the terminus as being one of the coming cities on the Pacific Coast. You will find that they will have enterprise and money enough to carry out anything they will undertake, and as I said before, there will be more people in the northern part of this province within two years after that road is built than we have now in the whole of the province. "And what we want in this country is population, and to see more people come in here. We know and feel sure that we have the

Richest Province in the Dominion.

and as soon as that road is built through we will know, and everyone in the Dominion of Canada will know, that we have the richest province of Canada, and we will have a more progressive people so that instead of the people of British Columbia throwing any obstacle in the way of the extremely liberal terms between the Laurier government and the Grand Trunk Pacific, every man, woman and child ought to hold out both hands to aid the Grand Trunk Pacific and the Laurier government to secure the construction of that long wanted enterprise. (Loud applause.)

Mr. Chairman, ladies and gentlemen, it is not my intention to take up much more of your time. There are several speakers who are better able to deal with the issues before us in the present campaign than I am.

"There has been a great deal made about the cry for better terms for British Columbia. That no doubt will be done into very thoroughly by the speakers who follow me. "Another issue that has been a complete misstatement in the policy of the Conservative party is that they are going in now for government ownership. Now, government ownership has a very nice sound. It is not a new thing. We have had a trial of it already in the Dominion of Canada. We have the benefit of the results of the experiments that have been made with government ownership in other countries. We have on record the opinions of the leaders of the Conservative party, of Sir John A. Macdonald, Sir Charles Tupper, and all the great leaders of the Conservative party who had to do with government ownership in Canada in connection with the Intercolonial railway, and the government ownership and construction under the government in the early days of the C. P. R. Now, the pretended follower of those gentlemen in the ranks of the Conservative party to-day say we want government ownership. If you elect, or return the Conservatives to power, and Mr. Borden is returned at the coming election, he is going to cancel all the present arrangement with the Grand Trunk Pacific. He is going to repudiate the arrangement that we made with them. He is going to expropriate all the work they may have done and go on with this work as a government enterprise. I think we have had a pretty good trial of government ownership in the Dominion of Canada. We have had a good example of government ownership in the province of British Columbia. We all know that the wagon roads in the province of British Columbia are carried out on the government ownership principle. Is there anyone who knows anything about it and who can tell me if the province of British Columbia

Gets Any Return

from their government ownership? For every 50 cents worth of work done over one dollar is paid out. I know in British Columbia there has been enough money spent on them to make them first class railways, and they are only passably good roads now. If you give control to any one transcontinental railway in the Dominion, you must buy out all the other railways in the Dominion. You cannot operate one transcontinental railway as a government line, and pay your revenues out of the Dominion, and ask other roads built by private enterprise, built by the money of people not in this country at all; you cannot ask those roads to compete at the same rates as a government railway. If you are going to give cheap rates on a government road, if you are going to take over a railway, then you must take over the whole of them.

"We have heard a great deal of talk about this great Canadian Pacific railway. Now I say that although the bargain that was made between the government of Canada and the Canadian Pacific was a bad one for the Dominion, I say that it is better than the alternative to the men or officers of the Canadian Pacific Company for what they did. They were simply doing the best they could for their shareholders, and that is the duty of every official and of every servant of a company, but I venture to say this, if the Canadian Pacific had been built from Callendar to Port

A Full Measure

is what we all want. When you're trading where you're trading, full measure, full measure, and right prices, it's pretty certain you won't go elsewhere. That's why our trade stays by us. They get full weight, full measure, AND THE BEST OF EVERYTHING in the grocery line at the

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GOVERNMENT STREET.

Moody, and only from Callendar to Port Moody, that to-day it would not begin to pay its running expenses. As I said before when talking of the Canadian Pacific, we are apt to look at the whole system, forgetting that the Canadian Pacific proper is only some 2,500 miles long; the Canadian Pacific railway I do say is one of the most enterprising railways in the world, and they are operating to-day somewhere about 11,000 miles, and over 15,000 miles of steamer transportation, and all these extra miles of railway are bringing traffic to this 2,500 miles of railway, and it is to the interest of the Canadian Pacific railway to establish connections, not only in this country, but also in the United States, and they have a very large mileage under their control in the United States. They have their steamers on all the oceans in the world. They have their agents in every important city in the world, and all those people, all those private lines and all that mileage is contributing a certain amount of business to the original 2,500 miles of railway, and that is what

Is Making the Dividends

for the Canadian Pacific railway. It is not the actual local business that the 2,500 miles that is making it a paying concern, and I say that if you confine the earnings of the Canadian Pacific railway to the original C. P. R. as built, it would not begin to pay its operating expenses to-day. Does anyone pretend to think for one minute if the government of Canada was expropriating the railways of Canada that they could expropriate all the assets of the C. P. R.? They could only take that portion that was in the Dominion of Canada. Besides that they have all their other lines; they have all their other connections that are bringing traffic to the mill and business to the railway. Would the people of Canada stand for one minute if any party, or any government would propose to spend millions and millions of dollars in the purchase of railways and steamers lines outside of the Dominion of Canada? I say no one would consider it for a moment.

"They come here and tell us if a Conservative majority is returned they are going to take over this railway and manage it by a commission. That is how the Intercolonial railway has been managed by the Dominion government. During Mr. Mackenzie's regime in Ottawa he engaged Mr. Bridges, one of the best railway managers in Canada, and he sent him down to manage the Intercolonial railway for the Dominion government. He said, 'You operate that as a business concern, irrespective of politics of any kind.' That was the intention of Sir Alexander Mackenzie, and his intention was good. The intention of Mr. Bridges was also good when he went down to take charge of that road, and he expected that he was going to make that road pay its running expenses, but before he had been there very long he had occasion to discharge some of the men. There were too many employees on the Intercolonial. The men who were discharged at once went to the member of their different constituencies, and these men went in a body to Ottawa and made complaint on behalf of these men, and they got after the government in such a way that some of those men had to be actually re-instated, and so the Dominion government found it was absolutely impossible to get rid of the pressure that was brought to bear on them to continue operating that line on what you might call a 'political machine.' Now there have been a great many experiments made with government ownership in other countries, and reports have been made repeatedly by the most careful of railway men who have been sent to Great Britain and the United States to examine into the workings of these government owned railways, and all these reports are

Invariably Against Them.

The reports bear out this fact, that the only country which can operate a government owned railway successfully is a country where they have not responsible government. In Germany and Russia, where they have not got responsible government, is where they can operate a railway with some show of success, but it is behind the age trying to operate in a country where you have responsible government.

"Without occupying too much of your time I would like to read the opinion of some of the Conservative leaders on government ownership. Some of you were here last night and heard Sir Charles Hibbert Tupper say that the Conservative party were now going in for government ownership, that that was the proper thing for this country, and the only thing for the people to do now was to build a railway and own it.

"Sir John A. Macdonald said, and he was acknowledged to be the most capable Conservative leader that the party has ever had in the Dominion, that he

Was Not in Favor

of government ownership. I will read what he said:

"We propose to build this transcontinental railway by means of a company. Why? Because, as you know, we have learnt by what we have gone through on the Intercolonial, that railways can be constructed and operated more cheaply, more efficiently, more advantageously in every way, by a company than by a government. If our friends the Grits had had the Intercolonial in hand they would have experienced the same trouble we have. They would have discovered that while it is easy when you are out of office to talk of running things as you see them in a counting-house, it is very difficult when you are actually the Minister. You have then to resist the importunities of powerful friends, or yield to them, as the case may be. You have a hundred men looking for one contract or one office, each of them coming down like an army with banners. You have your merchants wanting to sell supplies at their own figure, the workmen threatening you

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Wholesale and Retail Dealers
Ship Chandlery Varnishes
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If you do not increase his pay, and claims which a company road would never entertain rising up against you night and day, and calling for settlement on pain of having the claimants go over in a body to the Grit party, to get the fair and honest treatment that you deny them. Mr. Mackenzie says he is a practical man, but I wish him joy if ever he has to conduct the Intercolonial from Ottawa."

"That is what Sir John Macdonald thought about government ownership. "The father of the gentleman who spoke here last night, and who should know as much as his son about running a railway, has this to say. Sir Charles Tupper expresses his views in 1897 as follows:

I learned with infinite pleasure that the government had abandoned the idea of intention of building this railway (the Crow's Nest Pass railway) as a government work.

Whether Liberals or Conservatives were in power, I would deplore in the strongest manner any attempt to do this country by any government. I care not who they are, or who they are composed of, to construct another government railway. That is the position I take.

"I learned with infinite pleasure that the government had abandoned the idea of intention of building this railway (the Crow's Nest Pass railway) as a government work. I am quite aware that a portion of the press giving a considerable support to the opposition has put forward this policy of the construction of the road through the Crow's Nest Pass as a government work. I confess that I was astounded to find that, with the evidence that we had before us on the result of the construction and operation of government railways in Canada, a single intelligent man could be found in the House, or out of it, who was prepared to advocate such a policy in this case. Why, Sir, all we have to do is to look at the facts we have before us. We have already solved, we have set at rest, forever, in my judgment, in the mind of any reasonable or intelligent man, the question whether it is better for Canada to construct a railway and operate it as a government work, or by the aid of a private company. This country, from the necessity of the case—for it was made part of the compact of Confederation and necessarily was obliged to undertake the construction of the Intercolonial railway as a government work. It was a matter of necessity. And what was the result? Any person who will take the trouble to look at pages 650 and 651 of the Statistical Year Book of Canada will find the whole story told. We constructed a railway from the city of Halifax, a large, enterprising city with a great trade, offering the finest harbor on the continent of America as a means of communication for the ocean trade. We carried that railway to St. John, another fine harbor, another large town, and I may be permitted to say, of still greater energy and enterprise than Halifax, and there were reasons for that. But Sir, we have then run this line of railway through an open, cultivated country, through all the towns bordering upon the St. Lawrence up to Quebec, and with what result? With the result that to-day we stand face to face with a debt of no less than fifty millions of capital expenditure, and year after year a large deficit to be taken out of the treasury of Canada for the purpose of paying the expenditure over and above all that we can make out of the road. Whether Liberals or Conservatives were in power, I would deplore in the strongest manner any attempt in this country by any government, I care not who they are, or who they are composed of, to construct another government railway. That is the position I take."

"He goes still further and uses still stronger argument than that."

"This is the opinion of two of the leading lights of the Conservative party, two of the greatest men ever known in the Conservative party of the Dominion, and now we find a son of one of these gentlemen coming on the platform and saying that the proper thing for the Dominion government to do is to build the Grand Trunk Pacific as a government road, and operate it as a government road. Sir John A. Macdonald and Sir Charles Tupper and I might mentioned a number of other leading Conservatives who spoke against government ownership, say that it is found to be impracticable in the Dominion of Canada. If any party should ever attempt it you will find the credit of Canada will go down out of sight. You will find that the whole of the business of this country will be paralyzed, because no matter what we may think, or the people who vote for government ownership may think, you cannot make people outside of the Dominion of Canada—the people who have to furnish the money for all the large undertakings we have in the Dominion—believe in government ownership, or in government management.

"I say that the Dominion of Canada is Prospering To-Day

as she has never prospered before, and I say if the government of Sir Wilfrid Laurier is returned on the 3rd November that that prosperity will not only continue for eight years longer, but as long as you continue to keep 'Sir Wilfrid Laurier' at the head of the Dominion of Canada. (Loud applause.) We have in him a man not afraid to express his opinion and stand by it, and if there is anyone in his cabinet who chooses to disagree with him, or anyone who thinks he is stronger than he is in his cabinet, he does not give away to that man, he simply tells him to go back and sit down. Some have done that and they are sitting down yet.

"We find that Mr. Tarte, the minister of public works, got the idea he was a stronger man in the province of Quebec than Sir Wilfrid Laurier. He thought he was going to be the Premier of the Dominion of Canada, and that he was strong enough to put Sir Wilfrid Laurier

out. He thought he had a large following in the House, but when he was told to go he went without a single follower, and to-day he is hunting through the province of Quebec, and even up to to-day has failed to find a constituency in which to run."

A voice in the gallery: "The Tories won't have him."

Mr. Paterson: "Then there is another Mr. Blair, who was a man of good opinion, and capable of standing by it; he considered he was a man of considerable strength, and thought that as soon as he left the cabinet of Sir Wilfrid Laurier the government would fall to pieces. How many men left with him? Only himself, and I venture to say there is no Premier in the Dominion of Canada who has the record of Sir Wilfrid Laurier who has been in public life as long as he. The most peculiar thing is that not even his bitter enemy—although Sir Wilfrid Laurier has been in public life for a longer period than many in this hall can remember—can point his finger on even a single dishonest act, or a single statement that Sir Wilfrid Laurier ever made that was not true. (Loud applause.) And I say if you return a man at the head of your affairs who is not afraid to tell his colleagues if they are not doing right that they have to do right, I tell you that the interests of the people of the Dominion.

Are Safe in His Hands,

and I tell you that as long as you keep that man at the head of your affairs, with his colleagues that he will pick out, your interests will be perfectly safe, and the Dominion of Canada will prosper as it is prospering to-day."

"Just imagine for one minute if our government of the province of British Columbia should be put out of power, if you had a Premier to come in like Sir Wilfrid Laurier and who had strength enough in the country and force of mind enough to set his political followers to one side and select his cabinet from among men capable of administering the department over which he placed them, and he formed a government in British Columbia and took hold of our affairs here, I tell you ladies and gentlemen the advance in the prosperity of this country would be as much in advance of the prosperity of the Liberals at Ottawa as the Liberals' record is over the record of the Conservative government while they were in power. I say we have a country here of immense possibilities. We have a country that is prospering in spite of bad government, and if we get a government formed on the lines that Sir Wilfrid Laurier formed his government, I find in five years we would have the finest country and the best province in the Dominion of Canada. (Loud applause.) Mr. Chairman, ladies and gentlemen, I thank you for your kind attention."

Hon. Senator Templeman followed, dealing with various questions and clearing up a number of points used by the opposition against the present administration. By means of the letter from Chas. M. Hays, which appears elsewhere in this report, he demonstrated that the intention of the Grand Trunk Pacific was to carry on construction work from the western terminus and effectively exploded the attempt made for the purpose of affording an excuse for the provincial government to grant a land and probably a cash bonus to the line.

Owing to the fact that the notes were not transcribed by the stenographer in time for this issue, and also on account of the pressure on space, the verbatim report of Senator Templeman's speech has been held over until to-morrow's issue.

After Chas. H. Lugin had made reference to the signal success which Ralph Smith was promised, the meeting closed with cheers for Geo. Riley, the candidate; Sir Wilfrid Laurier and the King.

FORMER MINISTER'S SUICIDE.

Dependancy Supposed to Have Caused Rev. C. G. Adams to End His Life.

(Associated Press.)

San Francisco, Oct. 21.—Rev. Charles G. Adams, formerly an Episcopal minister, but more recently a lawyer, has committed suicide by inhaling illuminating gas. Two years ago Adams shot and killed Dr. Jessup, an Oakland dentist. He was declared insane and sent to an asylum. After being released he began the practice of law. Dependancy is the supposed cause of his suicide.

Cancer of the Face.

Numerous cases of this trouble have been successfully treated by our Constitutional and painless home treatment. Send 6 cents in stamps for our booklet, "Cancer, its Cause and Cure."

D. V. Stott & Sons, Bowmanville, Ont. OCTOBER 27TH, 28TH AND 29TH.

World's Fair excursion tickets to Chicago, St. Louis and all eastern cities will be sold by the GREAT NORTHERN RAILWAY on October 27th, 28th, and 29th, in addition to October 3rd, 4th and 5th. Apply to any Great Northern agent for rates and full information.

NEW ADVERTISEMENTS.

CASH TALKS—Butter at jobbers' prices, from 20c. lb.; new season suet, 3 lb. 25c.; Cambridge sausage, etc.; Robert Eccles, Todd Block, Douglas street.

DIED.

PENNY—In this city, on the 20th instant, at the residence, 217 Government street, Thomas Joseph Penny, a native of County Cork, Ireland, aged 57 years. The funeral will take place from the above residence on Saturday morning, Oct. 22nd, at 9.30, and at the Roman Catholic Cathedral at 10 o'clock. Friends please accept this intimation.

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TO LET—Small well furnished cottage, Apply 32 Quadra street.

CLOTHES CLEANED AND PRESSED—Gents' suits, \$1.75; overcoats, \$1.99 to \$1.25; ladies' skirts, 50c. to 75c.; jackets, 75c. to \$1.25; clothes repaired and altered; all work guaranteed. 130 Yates street, opposite Dominion Hotel. James Dupen.

AN ENTERTAINMENT will take place in St. John's school room on the 25th inst. for the benefit of the church. Herr Wilhelm Peters has kindly consented to assist and will give a sleight of hand performance.

LADIES' TAILORING

All our materials are thoroughly sponged and shrunk. They should not be confused with the cotton warp and shoddy goods used in ready-made garments. If our customers could make a careful comparison they would understand that the prices of our garments, QUALITY CONSIDERED, are the lowest in the city. WE CARRY NO MATERIALS THAT WE CANNOT RECOMMEND.

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ROOM 3, UP-STAIRS, MOODY BLOCK.

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